



# Mundy Township Master Plan



ZETTEL CONSULTING  
COMMUNITY PLANNING & ECONOMIC  
DEVELOPMENT SERVICES



# CONTENTS

## Chapters

Introduction	1
Socio & Economic Characteristics	7
Transportation	27
Utilities and Public Facilities	39
Environmental Features	47
Existing Land Use	55
Goals, Objectives, & Policies	67
Critical Areas & Issues	75
Future Land Use	87
Implementation	101

## Maps

Regional Location	29
Major Streets	35
Traffic Counts	36
Airport Overlay	37
Water Main	45
Sewer Lines	46
Hydrology	53
Wetlands	54
Existing Land Use	65
Critical Areas	85
Future Land Use	99

# CONTENTS CONT.

## Tables & Figures

Table 1. Master Plan vs. Zoning Ordinance	2
Table 2. Population Trends in Mundy Twp. & Gen. Co	8
Table 3. Natural Population Change	9
Table 4. Comparative Life Cycle Distribution	10
Table 5. Comparative Race & Ethnicity	12
Table 6. Mundy Twp. Population Trends & Projections	13
Table 7. Comparative Persons Per Household Trends	14
Table 8. Comparative Household Characteristics	15
Table 9. Number of Employees	16
Table 10. Comparative Employment by Industry	17
Table 11. Comparative Education Rates	18
Table 12. Comparative Median Household Income	20
Table 13. Comparative Rates of Poverty	21
Table 14. State Equalized Value Trends	21
Table 15. Comparative Age of Structure	23
Table 16. Type of Housing Structures	23
Table 17. Occupancy Characteristics	24
Table 18. Comparative Housing Value Trends	25
Table 19. Existing Land Use Acreage	57

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# ADOPTING RESOLUTION

Mundy Township  
2010 Master Plan  
3478 Mundy Ave.,  
Swartz Creek, MI 48473

Approved by the Planning Commission on: \_\_\_\_\_

Adopted by the Township Board on: \_\_\_\_\_

Township Board

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Phillip Holmblade  
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Tonya Ketzler  
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Secretary

Print Date: April 22, 2011

# CHAPTER ONE: INTRODUCTION

1.0 INTRODUCTION

1.1 INTENT OF THE MASTER PLAN

1.2 THE PLANNING PROCESS

1.3 PLANNING HISTORY

1.4 THE MASTER PLAN AND ZONING

## 1.0 INTRODUCTION

# Mundy Township Master Plan 2010

The Charter Township of Mundy Master Plan provides an exhaustive guide for future change within the Township that conforms to the community's vision. The Plan illustrates the goals and objectives of the community, details the existing conditions in the Township, discusses critical issues and areas, provides a future land use map, and includes strategies to implement the desired changes.

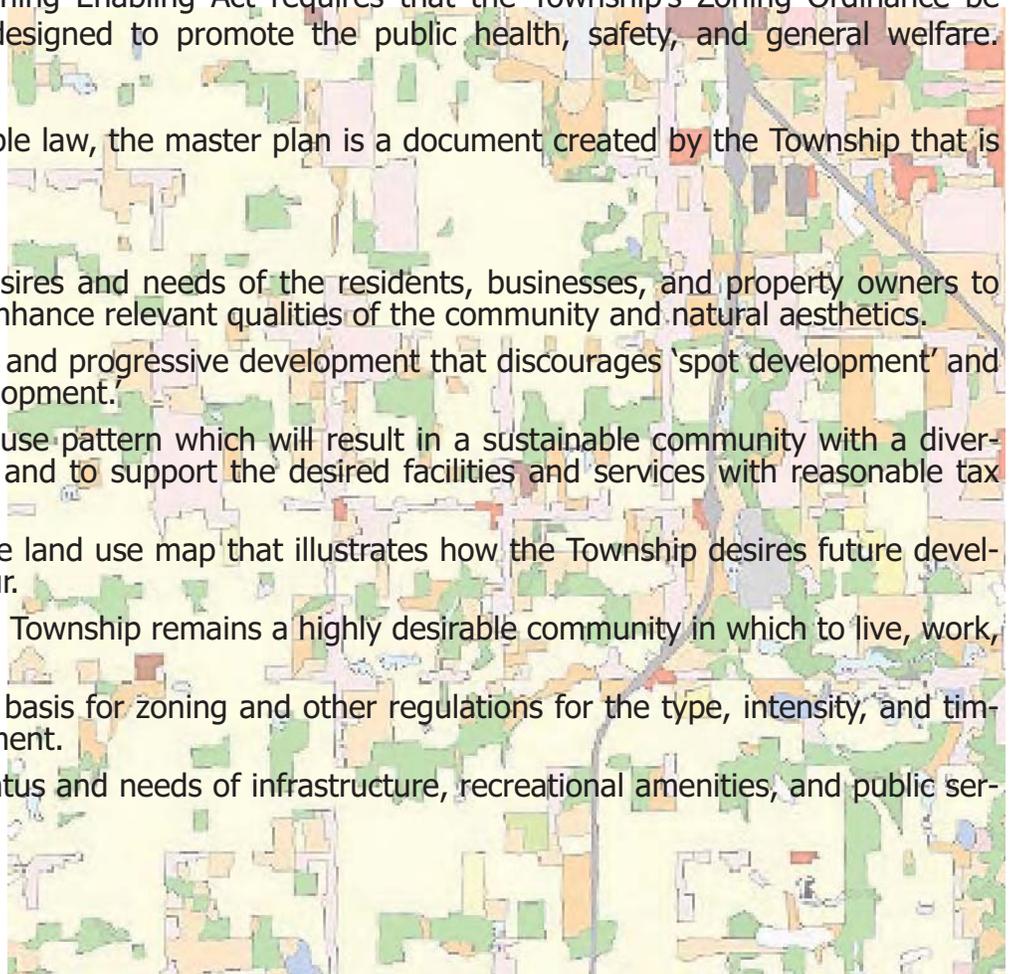
The Master Plan promotes a future land use map and developmental ideology that is consistent with the community's short and long-range goals. The Master Plan is intended to be used by the Planning Commission, Township staff, and elected officials to guide decisions regarding public and private uses of land, zoning regulations, and the provision of public facilities and services. The Plan is intended to guide change in the Township over the next 10 to 20 years.

## 1.1 INTENT OF THE MASTER PLAN

The Master Plan document has been recognized and regulated by Michigan statute. The Michigan Planning Enabling Act requires that a Township Planning Commission "approve a master plan as a guide for development" within the Township. In addition, the Michigan Zoning Enabling Act requires that the Township's Zoning Ordinance be based upon a plan designed to promote the public health, safety, and general welfare.

In addition to applicable law, the master plan is a document created by the Township that is intended to:

- Address the desires and needs of the residents, businesses, and property owners to preserve and enhance relevant qualities of the community and natural aesthetics.
- Provide orderly and progressive development that discourages 'spot development' and 'leap-frog development.'
- Provide a land use pattern which will result in a sustainable community with a diversified tax base and to support the desired facilities and services with reasonable tax rates.
- Present a future land use map that illustrates how the Township desires future development to occur.
- Ensure that the Township remains a highly desirable community in which to live, work, and visit.
- Provide a legal basis for zoning and other regulations for the type, intensity, and timing of development.
- Address the status and needs of infrastructure, recreational amenities, and public services.



## 1.2 THE PLANNING PROCESS

The Master Plan represents an on-going effort by the Planning Commission, township officials, staff, residents, and community organizations. Development of the plan involved collection and analysis of data on land use, the environment, transportation, infrastructure and socio-economic conditions.

After the Plan was adopted in 1997, a Community Visioning and Reassessment occurred in 2001-2002 which resulted in some changes to the Future Land Use Map. In 2005, The University of Michigan-Flint held a Visioning Process that assisted in the establishment of general preservation and developmental scenarios. Another visioning fair was held for the public on February 21, 2008, and this session built much of the foundation for the public input into the current Master Plan.

Once work began on the current Master Plan, another workshop was held on September 9, 2009. This workshop provided another opportunity for the general public, the Planning Commission, and other Township officials to consider the Township's goals and objectives, reflect on the current state of affairs, and review the critical areas and issues within the Township. The results of this meeting reaffirmed much of the Township's planning and developmental goals and provided additional input for the 2010 Master Plan.

Numerous comments and suggestions were provided throughout this long endeavor, the themes and focus of which are listed below:

- Pursue open space and farmland preservation
- Create a sense of place through the development of the Rankin area
- Encourage a healthy community through the creation of parks, trails, and sustainability
- Integrate controlled growth
- Allow mixed uses and a variety of densities in residential development
- Limit new areas of commercial development to smaller, neighborhood uses
- Control traffic and integrate non-motorized forms of transit on corridors
- Encourage preservation of natural features.

The master plan process identified and examined a wide range of existing conditions including population, housing, natural resources, traffic, utilities, public services, and land use. The Planning Commission was then able to analyze and translate the implications of each into a series of goals and policies for the Township. Action steps were then identified to implement change in the Township. This effort resulted in the creation of the Master Plan, which included recommendations for future land use that will assist leaders in making substantive, thoughtful decisions concerning the long-term development of the community.

## 1.3 PLANNING HISTORY

# Mundy Township Master Plan 2010

Mundy Township's most recently adopted master plan was written in 1997 with the help of a professional planning consultant. The Planning Commission finds that this plan contains some information that is relevant and representative of the Township's goals and objectives. However, changes in the Township's circumstances and vision require that much of the plan be rewritten, with additions and deletions that are fitting with the current times. As such the Planning Commission has decided to carry out substantial amendments and updates to this plan, while retaining some of the existing content.

This plan reflects significant changes that the Township has experienced since the preparation of the 1997 Master Plan. These include, but are not limited to:

- The addition of a substantial amount of new housing.
- The on-going development of the Hill Road corridor for commercial and residential purposes.
- The addition of public facilities such as the Fire Station 2.
- Most recently, the Township has experienced further changes that include:
  - An unprecedented decrease in housing demand, fueled by a national housing crisis.
  - A decrease in economic activity and population resulting from a restructuring of the automotive industry.
  - The aging of some neighborhoods and businesses in the Township.
  - A planned extension of I-475.

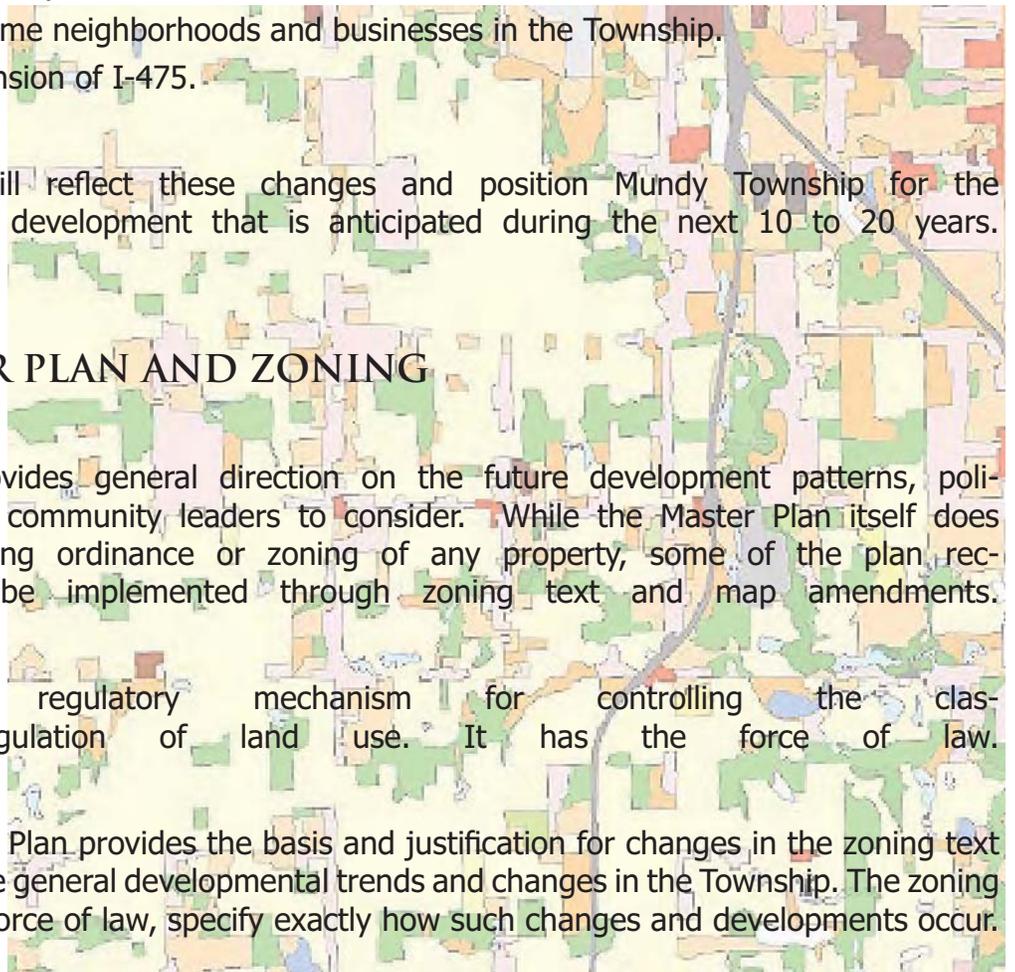
This master plan will reflect these changes and position Mundy Township for the type and amount of development that is anticipated during the next 10 to 20 years.

## 1.4 THE MASTER PLAN AND ZONING

The Master Plan provides general direction on the future development patterns, policies, and actions for community leaders to consider. While the Master Plan itself does not change the zoning ordinance or zoning of any property, some of the plan recommendations will be implemented through zoning text and map amendments.

Zoning is a regulatory mechanism for controlling the classification and regulation of land use. It has the force of law.

Essentially, the Master Plan provides the basis and justification for changes in the zoning text and map, as well as the general developmental trends and changes in the Township. The zoning regulations, with the force of law, specify exactly how such changes and developments occur.



State law requires that a Zoning Ordinance be based on a plan and that the Future Land Use Map classifications correspond to classifications in the Zoning Map. Therefore, the Master Plan forms the basis upon which zoning decisions are made. With a valid Master Plan in place, zoning decisions consistent with the Plan are presumed by the courts to be valid.

Some of the differences between the master plan and the zoning ordinance are listed in Table 1.

Master Plan	Zoning Ordinance
Provides general policies, a guide.	Provides specific regulations, the law.
Describes what should happen in the future, recommends land use for the next 10 to 20 years	Describes what is and what is not allowed today, based on existing conditions.
Adopted under the Municipal Planning Act, Public Act 285 of 1931, as amended.	Adopted under the Zoning Enabling Act of 2006, as amended.
Includes recommendations that involve other agencies and groups	Deals only with development-related issues under township control
Flexible to respond to changing conditions.	Fairly rigid, requires formal amendment to change.



# CHAPTER TWO: SOCIAL ECONOMIC PROFILE

2.0 INTRODUCTION

2.1 THE PEOPLE

2.2 THE ECONOMY & FORECAST

2.3 INCOME AND WEALTH

2.4 HOUSING

2.5 SUMMARY

## 2.0 INTRODUCTION

# Mundy Township Master Plan 2010

An examination of socioeconomic characteristics such as population, employment, income base, and housing can identify trends and opportunities that will influence future land use decisions and policy choices. Because the demographics of a neighborhood or larger community do not function in a vacuum, this analysis is benchmarked, when possible, to the larger socioeconomic environments and trends of the county, state, and nation. Note that the "county" is often referred to as the "region" because Genesee County is designated as the Flint Metropolitan Statistical Area (MSA) for census population and economic reporting statistics.

Also, note that the most recent comprehensive and reliable data was taken during the 2000 census, and this data does not accurately reflect the current situation. More recent facts, figures, and estimates are used when available and appropriate. However, the intent of this section is to portray trends, projections, and general issues more than it is to provide detailed reporting on the current statistics of Mundy Township and the region.

## 2.1 THE PEOPLE

### Population Changes

Mundy Township is part of the Flint MSA and is directly affected by economic conditions in the City of Flint and the MSA, which in turn are affected by changes in the state and national economies. As illustrated in Table 2, the rate of population growth for the Township has been growing consistently for decades, especially compared to Genesee County. However, the Flint Region and its core city have not realized much population growth. In fact, the City of Flint continues to lose population. While much of this population has historically migrated to the region's suburbs, the most recent trends indicate an outward migration from the region as a whole.

	Population					Change 1960-2000	
	1960	1970	1980	1990	2000	Number	Percent
Mundy Township	5,004	8,029	10,786	11,511	12,191	7,187	143.6%
Genesee County	374,313	445,589	450,449	430,459	436,141	61,828	16.5%

Data Compiled by Wade-Trim & Zettel Consulting.

The City of Flint, the largest city in the region, has shown continued decreases in population since 1960. This trend has generally been reflective of a no-growth scenario for the Flint region as households relocated to the urban fringe. As stated, this trend of out-

migration appears to be impacting all areas of the region for the present time. The loss of manufacturing jobs has not abated and the regional economy has suffered. Furthermore, the Detroit region, which is having a larger impact on the Flint region's demographics and economy has also been losing population and manufacturing jobs.

In Mundy Township, the population has increased relatively quickly during each census interval. Furthermore, a mid-decade census recorded substantial gains since 2000. This trend is indicative of the slight economic recovery of the late 1990's that was experienced in the region, combined with the continued decentralization of Flint. However, the recent recession has reduced new construction and in-migration to nearly zero, and has also resulted in some out-migration from the Township.

Though data will not be available to confirm any of the most recent population trends for a few more years, there has been a general observance of decreasing populations throughout the Flint Region. This decrease, in conjunction with the most recent economic downturn will be discussed in more detail below. According the US Census Bureau, Mundy Township's population was estimated at 13,944 in 2008, an increase from the 12,191 counted at the US Census. However, this count is lower than the peak estimate of 14,119 in 2006, a reflection of the decreases observed region-wide.

The level of migration into or out of a community can be revealed by comparing total population change to the natural population change. The excess of live births over deaths is termed the natural population increase. The difference between the natural increase in population and the total population change in a community is the net-migration.

As observed in Table 3, both Mundy Township and Genesee County have experienced positive birth rates. However, the increase in vacancies and decreases observed in student enrollment indicate decreased populations which point to out-migration as the cause.

<b>Table 3 Natural Population Change 1987 &amp; 2007</b>						
Mundy Township				Genesee County		
Year	Live Births	Deaths	Net Change	Live Births	Deaths	Net Change
1987	91	63	28	6,667	3,601	3,066
2007	141	110	31	6,033	3,865	2,168
Change	50	47	3	-634	264	-898
Data Compiled by Wade-Trim and Zettel Consulting.						
Source: Michigan Department of Health, Office of State Registrar and Center for Health Statistics, Data Users Unit. Michigan Community Health Information Start Page.						

Much of the county-wide out-migration can be traced to significant changes in the local area economy, particularly the downsizing of major manufacturing firms, chief among them the automotive industry. There are indications, however, that the economy is diversifying (see the discussion on the economy later in this chapter). In the past, Mundy Township has demonstrated appeal to households relocating in the area and may continue to do so in the future. Moreover, the Township's accessibility, via US-23

and I-75, to Oakland County may also positively impact its population growth potential.

### Age-Life Cycle

As humans progress through life, they pass through stages of life that generally correspond to their age levels. Life-cycle analysis is used by demographers and policy makers to anticipate future changes in things such as consumption, housing, medical care, education, and recreation. In this analysis, six life-cycles are defined:

- Preschool (Less than five years of age)
- School (5 to 19 years)
- Family Formation (20 to 44 years)
- Empty Nest (45 to 64 years)
- Senior (65 to 74 years)
- Elderly (75 years or more)

Nation-wide, the single largest population group, the “baby boomers” born between 1946 and 1964, are in the empty nest stage of life and are on the cusp of the senior stage. This population group is large, comprising 62 million or 22 percent of the nation’s total population in 2000 and 22.4 percent of Mundy Township’s population as demonstrated in Table 4. As this population bulge moves through life, they op-

**Table 4**  
**Comparative Life Cycle Distribution**  
**2000**

Age-Life Cycle	Mundy Township		Genesee County		Michigan		U.S.	
	Number	Percent	Number	Percent	Number	Percent	Number <sup>a</sup>	Percent
Under 5 Years - Preschool	668	5.8%	31,622	7.3%	672,005	6.8%	19,176	6.8%
5 to 19 - School Age	2376	20.6%	100,02	23.2%	2,212,060	22.3%	61,297	21.8%
20 to 44 - Family Formation	4120	35.7%	156,106	36.3%	3,604,383	36.3%	104,004	37.0%
45 to 64 - Empty Nest	3403	29.5%	97,784	22.7%	2,230,978	22.4%	61,953	22.0%
65 to 74 - Senior	977	8.5%	28,000	6.5%	642,880	6.5%	18,391	6.5%
Over 75 Years - Elderly	647	5.6%	22,007	5.1%	576,138	5.8%	16,601	5.9%
<b>Total</b>	<b>11544</b>	<b>100</b>	<b>430,459</b>	<b>100</b>	<b>9,938,444</b>	<b>100</b>	<b>281,422</b>	<b>100</b>

Data Compiled by Zettel Consulting.

Sources: 2000 U.S. Census.

<sup>a</sup>In thousands.

erate like a “pig in a python,” slowly moving through building-type cycles and leaving weak demand for previously desired housing types and service demand behind.

Younger populations have greater demand for apartments and single-family starter homes. Mid-life populations move into larger homes, require health care (maternity), and spur construction of retail and manufacturing (production and consumption), offices, and transportation improvements. As they age, boomers will impact leisure and recreation markets, move into smaller homes, especially homes they can age in. Moving into the senior and elderly years, some boomers shall locate in retirement communities, or even to a second home bought many years earlier. In the very near future, as boomers swell the ranks of the seniors and elderly, demand for health care and assisted living services and facilities shall continue to increase.

As boomers mature, they will leave market weakness behind, but their children will repeat a similar demographic bulge and market demand. The “echo boom” children, born between 1978 and 1995, compose a similarly sized population to the baby-boomers. The echo boom generation will induce increased demand and need for education, recreation, and consumer goods. Based on the most current data, populations in the family formation stage are not as prevalent in Mundy Township or the region as they are elsewhere in the state and nation. Given the current economic considerations, this population group may be even harder hit, being in the early to mid-years of their employment. They may therefore be relocating or otherwise postponing family growth.

Compared to the county, state and national benchmarks, the proportion of Mundy’s population in the empty nesters and seniors is substantially higher than the state and national average while the population of school age children and family formation groups is down. Combined with the uncertain job market in the region, this trend indicates less need for single family homes in the near future and more demand for retirement housing.

As previously predicted many Township residents chose to remain in the Township as they aged and the proportion of seniors and elderly population increased. Though not confirmed, much of this increase typically occurs in smaller single family housing, condominium association housing, or group homes.

The Township should consider how the major generational population groups passing through different life cycles will affect the demand for housing, education, retail facilities, health care, and employment opportunities in the future. The boomers are well beyond the family formation group that typically seeks new housing opportunities as they have children. This group is now looking at more efficient housing stock for retirement. If the Township wants to encourage this economically active group to stay in the Township, it will have to consider their needs. Furthermore, the Township should be cognizant of the fact that single family housing demand may decrease as the smaller population groups enter this market and should not oversupply this housing type in the interest of protecting the quality and value of existing homes.

## Race/Ethnicity

# Mundy Township Master Plan 2010

Demographic studies and projections indicate that the nation's ethnic and racial population is becoming increasingly diverse and is gaining a greater share of total population. Table 5 illustrates that, while the region has more comparable levels of diversity with the nation, Mundy Township remains largely homogeneous.

Mundy Township, as revealed in the table, does not mirror the national trend. Mundy Township remains relatively undiversified with 96% of the population classified as white. A lack of affordable housing for lower income groups may be the reason why this trend continues. The most recent decreases in value, as will be discussed below, may be reducing this barrier.

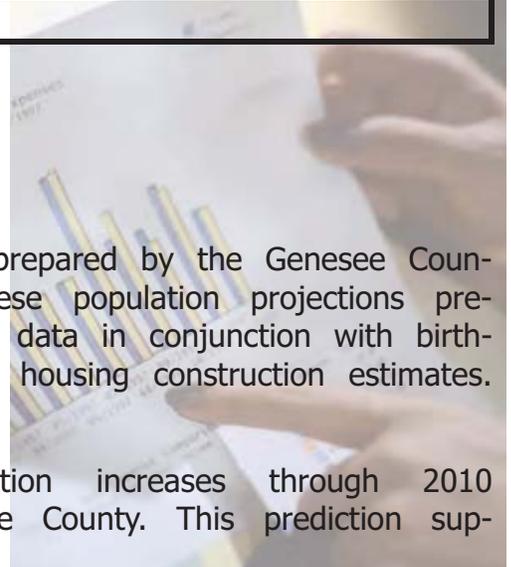
**Table 5**  
**Comparative Race/Ethnicity**  
**2000**

	Mundy Township		Genesee County		Michigan		U.S.	
	Number	Percent	Number	Percent	Number	Percent	Number <sup>a</sup>	Percent
White	11,708	96	328,350	75.3	7,966,053	80.2	211,461	75.1
Black	172	1.4	88,843	20.4	1,412,742	14.2	34,658	12.3
American Indian, Eskimo, Aleut	27	0.2	2,414	0.6	58,479	0.6	2,476	0.9
Asian, Pacific Islander	101	0.8	3,607	0.8	179,202	1.8	10,642	3.7
Other Race	183	1.5	12,927	3	321,968	3.2	22,185	7.9
Total	12,191	100	436,141	100	9,938,444	100	281,422	100
Data Compiled by Zettel Consulting.								
Sources: 2000 U.S. Census.								
<sup>a</sup> In thousands.								

## Population Forecasts

Table 6 illustrates the population growth estimates prepared by the Genesee County Metropolitan Planning Commission (GCMPC). These population projections prepared by GCMPC were prepared using 2000 Census data in conjunction with birth rates, death rates, net migration patterns, and new housing construction estimates.

The GCMPC projections predict modest population increases through 2010 for the Township but only marginal gains for the County. This prediction sup-



ports the trend of continued out-migration for the County, but slight in-migration to Mundy Township. However, the most recent census estimate indicates that these figures are already out-dated and are higher than what has been realized.

**Table 6**

**Mundy Township Population Trends & Projections**

	1980	1990	2000	2005	2010	2015	2020	2025	2030	2035
Township (Census)	10,786	11,511	12,191	-	-	-	-			
Township (GCMPC)				14,810	15,503	16,189	16,800	17,471	18,143	18,790
County (Census)	450,449	430,459	436,141							
County (GCMPC)				448,188	450,996	454,666	456,726	460,880	464,923	468,938
<b>Percent Rate of Population Change</b>										
	1980-90	1990-00	2000-05	2005-10	2010-15	2015-20	2020-25	2025-30	2030-35	
Township	6.70%	5.90%	21.50%	4.70%	4.40%	3.80%	4.00%	3.80%	3.60%	
County	-4.40%	1.30%	2.80%	0.60%	0.80%	0.50%	0.90%	0.90%	0.90%	
Sources: 1980, 1990, & 2000 U.S. Census; Genesee County, Shaping our Transportation Future Together, 2035 Long Range Transportation Plan. Genesee County Planning Commission, 2009.										
Data compiled by Zettel Consulting.										

Given the recent state of the economy, it can be surmised that the entire region will continue to suffer population losses. However, based upon Mundy Township’s recent history, it appears that the Township’s position is slightly stronger. This could lead to lesser decreases when compared to the County and better gains when an economic recovery occurs.

**Households**

An ongoing characteristic of today’s population is the declining size of households as measured by the number of persons per household. As a result, it has not been uncommon for communities to register a net increase in the housing supply while simultaneously recording a population loss. This trend has evolved to a large extent, due to the declining size of families. People are marrying at a later age than a generation ago, postponing having children, and having fewer children when they do start a family. Furthermore, single parent households and retiree households are increasing in number.

Married couples families still comprise the largest group of households, but the number of single parent (male or female) headed households is increasing and expect-

ed to grow, contributing to the decline in average household size. Finally, as the baby boom generation ages, they will swell the ranks of single-person, non-family households.

Married couple families will continue to be the largest and economically most powerful household segment. Even though families are smaller than they once were, the earning potential and market demand is higher and more diverse than it once was. Such families still demand housing with numerous bed-

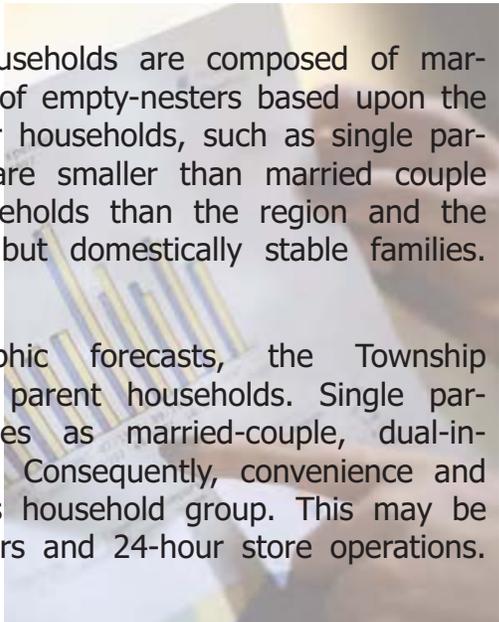
<b>Table 7</b>					
<b>Comparative Persons Per Household Trends</b>					
<b>1970-2000</b>					
	1970	1980	1990	2000	% Change
Mundy Township	3.87	3.12	2.75	2.49	-35.7%
Genesee County	3.39	2.89	2.64	2.54	-25.1%
Michigan	3.27	2.84	2.66	2.56	-21.7%
U.S.	3.14	2.76	2.63	2.59	-17.5%
Data Compiled by Wade-Trim & Zettel Consulting.					
Sources: 1970, 1980, 1990 & 2000 U.S. Census.					

rooms for specialty rooms (home office, hobby, guest space) and additional bathrooms and garage space. Dual income parents have more resources for the numerous demands within a family household, and these demands are often out-sourced due to this added income and reduced amount of leisure time. For example, a dual income family is intuitively more likely to contract for lawn care or child services, since there are less contact hours at home to complete this work themselves and the resources of a dual income family often offset such costs.

As observed in Table 7, Mundy Township's household size, like the rest of the country has been declining since 1970. This change has been most dramatic for Mundy Township because the Township historically had a very high average household (HH) size and because the current HH size is one-tenth lower than the national average. Again, this is likely due to the aging of the population.

As Table 8 illustrates, most of Mundy Township's households are composed of married couples. This is likely due to the high prevalence of empty-nesters based upon the low number of family formation persons. Among other households, such as single parent and single person non-family households which are smaller than married couple families, the Township has proportionately fewer households than the region and the country. This data indicates the presence of older but domestically stable families.

If future Township households mirror demographic forecasts, the Township may see a dramatic rise in the number of single parent households. Single parent households face many of the same challenges as married-couple, dual-income families, but tend to do so with less income. Consequently, convenience and value for money will be even more important for this household group. This may be manifested by an increased demand for big-box retailers and 24-hour store operations.



Single, working parents will need accessible, affordable child care located near the home or the workplace. Assuring adequate space for multiple family developments could also be important since single parents are less likely to be homeowners, and will tend, more than married couple families, to live in rental housing. The current state of the housing market complicates things. Housing prices are very affordable; however, the job market and lending environment are not conducive to supporting single-parent home ownership.

**Table 8**  
**Comparative Household Characteristics**  
**2000**

	Mundy Township		Genesee County		Michigan		U.S.	
	Number	Percent	Number	Percent	Number	Percent	Number <sup>a</sup>	Percent
Married Couple Families	3,024	62.0%	80,574	47.4%	1,947,710	51.4%	54,493	51.7%
Single Male Families	157	3.2%	7,680	4.5%	154,187	4.1%	4,394	4.2%
Single Female Families	402	8.2%	27,702	16.3%	473,802	12.5%	12,900	12.2%
Single Person Non-Family	1086	22.3%	45,105	26.6%	993,607	26.2%	27,230	25.8%
Other Non-Family	207	4.2%	8,764	5.2%	216,355	5.7%	6,463	6.1%
Total Households	4,876	100.0%	169,825	100.0%	3,785,661	100.0%	105,480	100.0%
Data Compiled by Zettel Consulting.								
Sources: 2000 U.S. Census.								
<sup>a</sup> In thousands.								

## 2.2 THE ECONOMY & FORECAST

The United States economy has been experiencing significant economic restructuring since World War II. Two trends in particular have had profound impacts upon the nation's economy and employment: globalization of the world economy and a reorientation away from manufacturing to service producing industries. Both trends have had lasting impact at the national, regional, and local levels.

The Flint region has been hit as bad as any region on the planet that has not experienced a war or natural disaster. Despite this fact, regional employment, wage, and population numbers remained relatively stable until the last part of the last decade. This was explained by a bifurcation of the demographics in the Flint region whereby the 'haves' relocated to suburban locations like Mundy Township and the 'have nots' remained in the established sections of the region, being Flint City and its inner ring suburbs.

**Manufacturing**

Manufacturing employment as a proportion of total nonfarm employment declined from 33.7 percent in 1950 to 14.1 percent in 2000. Part of the shift is explained by technological changes that have been adopted by manufacturers to reduce labor costs. The more significant explanation can be found in the internationalization of the economy that has seen an unprecedented amount of manufacturing and service work relocated to sites in Asia and Latin America.

Few areas in the country have experienced the impacts of this restructuring of the economy as acutely as has the Flint MSA. In 1955, 81,000 workers were on General Motors payrolls. Currently, that number had been reduced to fewer than 10,000. In Genesee County, the number of manufacturing establishments actually increased from 286 to 309 between 1978 and 2007. At the same time, the total number of manufacturing employees decreased from 80,090 to 15,090 (or 81.2 percent). Consequently, the average number of employees per manufacturing establishment plummeted 82.6 percent, from 280.1 in 1978 to 48.8 in 2007.

**Services**

The service-producing sector includes wholesale and retail trade, financial, insurance and real estate services, professional services, education, transportation, health care, and other services. Nationally, the decline in manufacturing and other goods-producing employment (such as construction and mining) since 1950 have been more than offset by gains among service-producing industries.

In Genesee County, the number of service-producing employees has decreased from 1999 through 2007. In contrast to manufacturing employment, during that period, the total number of employees of service-producing firms increased

<b>Table 9</b>				
<b>Number of Employees</b>				
<b>1999-2007</b>				
<b>Genesee County</b>				
	1999	2003	2007	Percent Change 1999-2007
Wholesale trade	5,776	7,552	6,904	14.9%
Real estate & rental & leasing	1,888	1,943	1,948	3.1%
Health care and social assistance	22,188	23,244	25,841	15.7%
Arts, entertainment & recreation	1,503	1,688	1,633	7.7%
Accommodation & food services	13,088	13,419	13,729	4.8%
<b>Total</b>	<b>44,443</b>	<b>47,846</b>	<b>50,055</b>	<b>11.7%</b>
Data Compiled by Zettel Consulting.				
Sources: 1999, 2003, and 2007 County Business Patterns.				

from 108,285 to 115,824 (or 6.5 percent). However, this is a markedly better performance than the 15.4% reduction in the observed labor force during that time. Furthermore, many of the service industries performed quite well during this time period and will likely be are cornerstone of future growth. Table 9 outlines these industries. It should be noted that much of this employment increase is due to the Genesys Regional Medical Center which is east of Mundy Township, as well as the accommodation industry, of which much of these jobs are located on or near Hill Road in Mundy Township.

At the Township level, the proportion of employed residents in manufacturing (24.5 percent) was still above the nation average in 2000 (see Table 10). This number has most assuredly decreased since that time and has likely been replaced by service jobs in healthcare and education. Though Mundy Township, like the region, was largely dependent upon

**Table 10**  
**Comparative Employment by Industry**  
**2000**

Industry	Mundy Township		Genesee County		Michigan		U.S.	
	Number	Percent	Number	Percent	Number	Percent	Number <sup>a</sup>	Percent
Construction	371	6.1%	12,115	6.3%	278,079	6.0%	8,802	6.8%
Manufacturing	1,498	24.5%	46,441	24.1%	1,045,651	22.5%	18,286	14.1%
Transportation & Warehousing	148	2.4%	6,727	3.5%	191,799	4.1%	6,740	5.2%
Trade <sup>b</sup>	1,072	17.5%	30,340	15.7%	702,574	15.1%	19,888	15.3%
Finance, Insurance & Real Estate	296	4.8%	9,122	4.7%	246,633	5.3%	8,935	6.9%
Services <sup>c</sup>	2,476	40.5%	82,460	42.7%	1,955,498	42.2%	58,432	45.0%
Public Administration	212	3.5%	5,176	2.7%	167,731	3.6%	6,212	4.8%
Agriculture, Mining & Forestry	40	0.7%	588	0.3%	49,496	1.1%	2,426	1.9%
<b>Total<sup>d</sup></b>	<b>6,113</b>	<b>100.0%</b>	<b>192,969</b>	<b>100.0%</b>	<b>4,637,461</b>	<b>100.0%</b>	<b>129,721</b>	<b>100.0%</b>
Data Compiled by Zettel Consulting.								
Source: 2000 U.S. Census.								
<sup>a</sup> In thousands.								
<sup>b</sup> Trade includes wholesale and retail.								
<sup>c</sup> Services includes information, entertainment, professional, education, health, and other services.								
<sup>d</sup> Employed persons 16 years of age and older.								

low-skill manufacturing, these jobs are all but gone. The good news is that the more recent economy is more diversified and should see more sustainable growth later on.

This Master Plan WILL NOT project future employment trends. The uncertainty of the current, international, and regional economy are not conducive to any accurate employment project by industry or volume. However, there are generally observable circumstances in the regional economy that will function as indicators as to how the region will function in the international economy. Some are positive, and some are negative.

The labor force in the region, which will determine employment opportunities for Mundy Township, is mixed in its virtues. First, the labor force is aging and is not being replaced by younger workers that are seeking other areas for employment. This is a catch 22, however, it should be noted that mobile persons seek places for employment based upon quality of life factors, and the Genesee County region does not rank high on these lists. Furthermore, the percentage of women entering the workforce is leveling off and this is reducing the growth potential of the regional labor market. This is a national trend that began after World War II and is slowing down at a participation saturation point roughly equivalent to the male employment.

Second, the regional labor force is not nearly as educated as most regions in the nation. Census data from 1990 and 2000 were used to compare Mundy Township to the region, state, and nation. Table 11 illustrates the percentage of persons in the Township, aged 25 or older, that have a high school degree or higher and a bachelors degree or higher. As evidenced, Mundy Township shows the highest percentage of high school graduates between all groups for 1990 and 2000. The Township also offered a higher percentage of college educated persons when compared to the region. However, the Township and the region are substantially lagging behind the state and nation in the percentage of persons with a bachelors degree or higher.

<b>Table 11</b>								
<b>Comparative Education Rates</b>								
	1990				2000			
	Mundy	Region	State	US	Mundy	Region	State	US
High School	85.1%	76.8%	76.8%	75.2%	88.5%	83.1%	83.4%	84.5%
Bachelors	16.8%	12.8%	17.4%	20.3%	17.9%	16.2%	21.8%	27.4%
Data Compiled by Zettel Consulting.								
Source: 1990 & 2000 U.S. Census.								

While advanced degrees were not a necessary component of the former regional economy, such degrees are imperative to the post-industrial economy. As such, the lack of bachelor or higher degrees in the Township region indicates that the workforce may have problems seeking employment in the new economy. With this in mind, institutions of higher learner will be crucial to the region's success. Furthermore, the ability of the region and Mundy Township to attract educated persons to reside in the area will also be imperative. As such, Mundy Township should plan with the intent to attract educated migrants to the area.

The good news is that the proportion of the population with a bachelors or more advanced degree is increasing. This is likely due to population gains from metropolitan Detroit that were realized in areas like Grand Blanc and Mundy Township over the last decade. These workers, though treating Genesee County as a bedroom community, import their wages and help to build the local labor force over time.

The labor force in Genesee County is also decreasing in price on the global market. This is largely due to the reduction in unionized labor and the tiered union contracts. The reduction of these wage reductions is reverberating through the region and will likely make the region more attractive to advanced manufacturing and freight related industries. This is especially true since the region's transportation, water, and freight resources are still in place. Like the labor force, real estate and other goods and services produced and served locally are dropping in price. In a global market, this will make the region more competitive.

As stated previously, many of the future jobs shall be in the service industry. Unfortunately, most of these jobs are not export jobs that will bring resources into the community. For example, local educational and health jobs do not bring in resources by serving local residents. However, regional or global jobs of the same purpose at the university or tier one healthcare level can. As such, Genesee County will look to rebound by tying its future to exporting education to out-of-area residents (as a college town) and by bringing in patients to its healthcare centers from outside the region. Genesee County will also look to attract visitors to increase its accommodation and recreation job base. A convention center would assist in this endeavor.

Lastly, Genesee County will look to benefit from the labor forces in Detroit, Ann Arbor, Saginaw, and Lansing. Many workers in these regions have and will continue to migrate to the Genesee County region, especially southern Genesee County, due to its strategic location and lower real estate values. As stated previously, these workers will be exporting their trade outside the region in exchange for wages that will be spent inside the region. The county will thereby realize the effects of what is known as the employment multiplier without actually offering the employment. These workers will spend money in the region on goods and services, creating jobs. Furthermore, these workers will eventually build up the capacity of the labor force by adding their vital statistics to market studies and through their locally spent resources. This is the same phenomenon that has been observed in some retirement communities over time.

Summarily, Genesee County will likely see an influx of workers from outside the region, and these workers will begin to build-up a more sustainable and balanced economy. Furthermore, the region will likely see gains in advanced manufacturing and high level service jobs due to the decreasing cost of the available labor market and infrastructure. These gains are generally expected to be in the fields of energy development, advanced automotive, healthcare, and education. It is intuitive that the areas of growth will be in the vicinity of the access points to the adjacent regions and by Genesys Hospital, such as the Grand Blanc area, the Fenton area, Goodrich, and Mundy Township. The expected numbers for employment and the timeline for this employment are unknown.

2.3 INCOME AND WEALTH

An important determinant of a community's viability and ability to support quality commercial, residential, and industrial uses is the income of its residents. Income also provides an indicator of the level of public service that is desirable and affordable to the public. This applies to local services, schools, and regional services.

Households are the basic consumer unit and supplier of labor to potential businesses. Median household income (that level of income at which half of all households earn more and half of all households earn less) is a broad measure of the relative economic health of a community's populace. The purchasing power for a household is impacted over time by the consumer price index increases in conjunction with realized increases. Therefore, even though there may be increases in the median income, the purchasing power of the household may be higher or lower depending on how such increases interact with the local cost of living increases. As such, it is helpful to compare the median income and the change in median income to the region, state, and national levels.

Table 12 illustrates the increase from 1989 to 1999 in the median household income at the township, county, state, and national levels. Unadjusted for inflation, each governmental unit posted significant gains, the largest at the state level (44.0 percent). Mundy Township posted a 22.8 percent gain in its median household income. This is the lowest, and is representative of stabilization in the median income. This is likely due to the higher previous value of the median income in the Township. However, when the effects of inflation are factored in, it is surmised that the increase in purchasing power of households in Mundy Township fared poorly compared to the other study areas. Conversely, Mundy Township still has the highest earnings and purchasing power of all study areas, which is a positive indicator.

**Table 12**  
**Comparative Median Household Income**  
**1989 - 1999**

Unit of Government	1989	1999	Percent Change
Mundy Township	43937	53948	22.8%
Genesee County	31030	41951	35.2%
Michigan	31020	44667	44.0%
U.S.	30056	41994	39.7%
Data Compiled by Zettel Consulting			
Sources: 2000 U.S. Census.			

The relative good economic fortune of Township residents is also reflected in the rates of poverty illustrated in Table 13. In 1989 and 1999, the rate of poverty among Township residents has been less than five percent, compared to the regional and national benchmarks which exceeded ten percent. This is perhaps the most telling sign of the wealth and stability of the community as the poverty rate is less than one-third of the region's rate.

**State Equalized Value of Real Property**

Another measure of the inherent wealth of a community is the level and composition of its real property values. Table 14 illustrates the growth in the total state equalized value (SEV) for real property in selected years. It also illustrates the changing composition of total SEV for those years. The Township has shown substantial gains in the nominal value of all classifications.

<b>Table 13 Comparative Rates of Poverty 1989 - 1999</b>		
Unit of Government	Percent of Population in Poverty	
	1989	1999
Mundy Township	3.8	3.7
Genesee County	16.5	13.1
Michigan	13.1	10.5
U.S.	12.8	12.4
Data Compiled by Zettel Consulting.		
Source: U.S. Census 1990 & 2000		

However, the largest gains and largest valuations were in residential and commercial uses. While agricultural and industrial values continued to climb, these uses are clearly a smaller part of the value composition of the Township than they were in 1994.

<b>Table 14 State Equalized Values (Real Property) Trends<sup>a</sup> Mundy Township</b>				
	1994	2001	2008	Percent Change
Agricultural	7,956	8,396	20,534	158.1%
Residential	141,090	296,841	479,926	240.2%
Commercial	35,163	70,509	118,204	236.2%
Industrial	7,641	19,141	18,828	146.4%
Total	191,850	394,887	637,492	232.3%
Data Compiled by Zettel Consulting.				
Source: Michigan Department of Treasury State Tax Commission 2008				
Assessed and Equalized Valuation for Separately Equalized Classifications - Genesee County				
<sup>a</sup> In thousands.				

For the foreseeable future, it is expected that valuations, such as those currently expected in the 2010 tax year shall continue to decrease year over year due to the decreasing home values and struggling economy. Where Mundy Township stands relative to decreases and increases in the region will indicate the relative prosperity of the local community.

The relative prosperity of Township residents as measured by median household income and poverty rates is rooted in the employment diversity of its residents. Though Mundy Township's economic base is strongly tied to that of the region, which has been suffering, the positive economic indicators described indicate a more balanced and affluent workforce.

As long as residents continue to be employed in a wide range of occupations and industries, the Township's population as a whole will be better prepared to withstand cyclical downturns in the economy. With fewer residents employed by businesses that are sensitive to business

cycles, the less likely that they will be forced to leave the area when a downturn occurs. Population stability is a resource and an asset to be preserved; a stable community population with stable incomes will provide taxation revenues to support community services and infrastructure improvements. Through its future land use decisions the Township can work to ensure a variety of economic and housing opportunities that will attract a growing population.

## 2.4 HOUSING

An analysis of the Township's housing stock by type, age, value, tenure, and other characteristics is essential to determining the type of new housing which should be built in the Township. To a lesser extent, it is the characteristics of the existing structures which will determine what can be built and marketed in the future. However, the restructuring of the regional economy may drastically change the amount and type of housing demand for years to come. Unfortunately, predicting the specifics of future housing trends is nearly impossible.

### Total Housing Stock

From 1990 to 2000, the U.S. Census recorded an increase of 945 housing units (23.1 percent) in the Township (see Table 15). During the same period, the total population of the Township only increased by 5.9 percent. As already discussed the number persons per household dropped substantially in the previous decades. Thus, the trend toward fewer people occupying a dwelling unit, in combination with a moderate increase in total population, resulted in the substantial increase in total housing units. Furthermore, the rate of housing construction in the Township far exceed that of the region and the state.

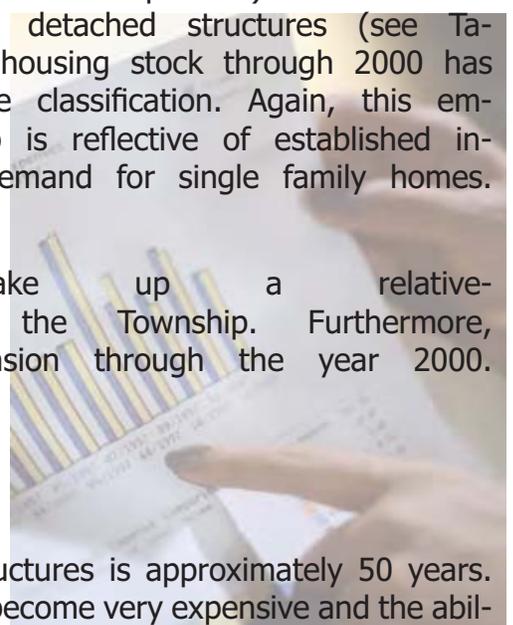
### Type of Housing Structures

The overwhelming majority (79.6 percent in 1990 and 83.7 percent) of the Township's housing stock is single-family attached and detached structures (see Table 16). Almost all of the growth in the Township's housing stock through 2000 has been in the single-family attached/detached structure classification. Again, this emphasizes that the housing stock in Mundy Township is reflective of established individuals or families that have the resources and demand for single family homes.

Apartments and mobile homes make up a relatively small percentage of the structures in the Township. Furthermore, these uses did not seem much, if any, expansion through the year 2000.

### Age of Structure

Generally, the economically useful age of residential structures is approximately 50 years. Once a residential structure has reached that age, repairs become very expensive and the abil-



<b>Table 15</b>						
<b>Comparative Age of Structure</b>						
<b>2000</b>						
	Mundy Township		Genesee County		Michigan	
Year Structure Built	Number	Percent	Number	Percent	Number	Percent
1999 to March 2000	132	2.6	3,900	2.1	91,872	2.2
1995 to 1998	475	9.4	10,974	6	272,594	6.4
1990 to 1994	338	6.7	8,479	4.6	259,389	6.1
1980 to 1989	772	15.3	14,793	8.1	446,197	10.5
1970 to 1979	1,325	26.3	33,603	18.3	722,799	17.1
1960 to 1969	861	17.1	34,179	18.6	602,670	14.2
1940 to 1959	771	15.3	54,051	29.4	1,123,299	26.5
1939 or earlier	370	7.3	23,651	12.9	715,459	16.9
Total	5,044	100	183,630	100	4,234,279	100
Data Compiled by Zettel Consulting.						
Source: 2000 U.S. Census.						

ity to modernize the structure to include amenities considered standard for today's life-style is diminished. Therefore, when a community's housing stock begins to reach that age threshold, the need for housing rehabilitation, demolition, and new construction will begin to increase.

During the 1950's the United States entered a residential construction housing boom that peaked in the 1970's. As a consequence, the bulk of housing in many areas of the county, including Michigan and Genesee County were, at the time of the 2000 Census, between 11 and 40 years old.

<b>Table 16</b>						
<b>Type of Housing Structures</b>						
<b>1990 and 2000</b>						
	1990		2000		Change 1990 - 2000	
Unit Type	Number	Percent	Number	Percent	Number	Percent
1 detached or attached	3,431	79.6	4,221	83.7%	790	23.0%
2 - 4 unit structures	146	3.4	149	3.0%	3	2.1%
5 - 10 or more unit structures	361	8.4	358	7.1%	-3	-0.8%
Mobile home or trailer	372	8.6	316	6.3%	-56	-15.1%
Total	4,310	100	5,044	100.0%	734	17.0%
Data Compiled by Wade-Trim.						
Source: 1990 & 2000 Census						

Though Mundy Township has very few units, relatively speaking, aged 50 years or more, there was a substantial amount of housing build during the 1970s (1,325 units) that are aged approximately 40 years and will be in need of consideration in the coming decade.

## Tenure

Nationwide, the rate of home ownership has grown substantially from 1950 to the present day. In 2000, the ownership rate in Mundy Township continued to grow to 84.9 percent (see Table 17). In Mundy Township, the home ownership rate has been very stable and exceeds the national average, indicating a strong tendency towards the development of single family tract housing.

In both 1990 and 2000, the vacancy rate of units for sale in the Township was 1.0 percent or less (see Table 17). Similarly, the vacancy rate of housing units for rent was 1.8 percent in 1990 and 0.7 percent in 2000. Generally, vacancy rates of approximately 5.0 percent is considered desirable to permit residents moving into the area a choice of housing which is immediately available for occupancy. Though this was the case in 2000, indicating a very strong and desirable housing market, national and regional housing trends have led to dramatic increases in vacancy. Though there is not accurate data available at this time, the indications are that the demand for new housing is negligible.

**Table 17**  
**Occupancy Characteristics**  
**1990 and 2000**

	1990				2000			
	Number		Percent of Total Housing Units		Number		Percent of Total Housing Units	
Housing Units	4,310			100	5,047			100.0%
Occupied Housing Units	4,187		97.2		4,876		96.6%	
Owner-Occupied		3,633	84.3		4,284		84.9%	
Renter-Occupied		554	12.9		592		11.7%	
Vacant Housing Units	119		2.7		171		3.4%	
Vacant for Sale		9	0.2		49		1.0%	
Vacant for Rent		79	1.8		33		0.7%	
Other <sup>a</sup>		31	0.7		89		1.8%	

Data Compiled by Wade-Trim & Zettel Consulting.

Sources: 1990 & 2000 U.S. Census

<sup>a</sup>Includes rented units awaiting occupancy, held for occasional use, or boarded up.

## Housing Values

Concurrent with the boom in residential housing construction which began in the 1950's, the dream of home ownership came to be realized by many households. In the ensuing decades, homes were desirable due to the gains that were realized in exchange value, in addition to their use value. Simply stated, home ownership is one of the most valuable investments that were available in economically troubling times of the past. Values have generally fared well throughout most of the region and in Mundy Township until very recently.

As illustrated in Table 18, the median value of owner-occupied homes in the Township exceeded those of the County and State in both 1990 and 2000. A similar trend is found in median value of contract rents. The value of homes and the price of rent are tied to the relative desirability of the area to live in. As evidenced by Table 18, the values in Mundy Township did not increase as much as the region or state. However, this is likely due to the Township's higher initial value.

Value and price are also tied to the supply of housing stock to choose from. If an area has a very low vacancy rate, then, in essence the supply is short and prices rise. On all relative measures such as value and vacancy rate, Mundy Township fairs well and ap-

<b>Table 18</b>			
<b>Comparative Housing Value Trends</b>			
MEDIAN VALUE			
Specified Owner-Occupied Housing Units <sup>a</sup>			
	1990	2000	Percent Change
Mundy Township	67,800	122,100	80.1%
Genesee County	50,500	95,000	88.1%
Michigan	60,600	115,600	90.8%
MEDIAN CONTRACT RENT			
Specified Renter-Occupied Housing Units <sup>b</sup>			
	1990	2000	Percent Change
Mundy Township	404	571	41.3%
Genesee County	328	507	54.6%
Michigan	343	456	32.9%
Data Compiled by Wade-Trim & Zettel Consulting			
Source: 1990 & 2000 Census.			
<sup>a</sup> Specified housing units include only one-family houses on less than ten acres without a commercial establishment or medical office on the property.			
<sup>b</sup> Contract rent is the monthly rent agreed to, or contracted for, regardless of any furnishing, utilities, or services that may be included. For vacant units, it is the rent asked for. Specified renter-occupied and specified vacant for rent units include all rental units except one-family houses on ten or more acres.			

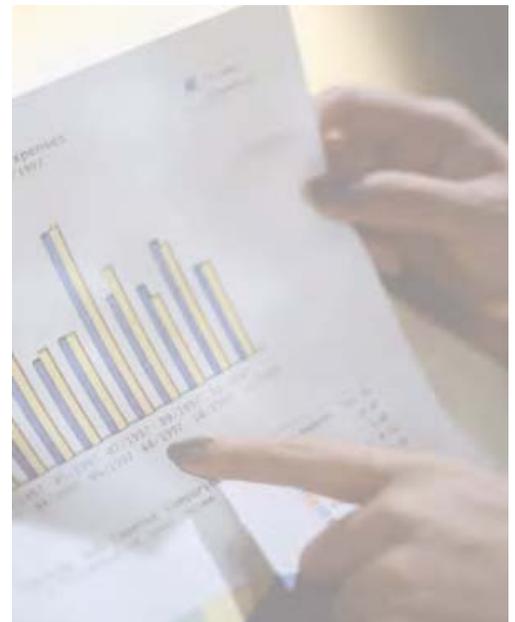
appears to have a desirable housing market. However, the overall picture for housing demand and value is bleak due to the national housing crisis and the decreasing population of the region. Summarily, though Mundy Township appears to be a desirable housing market within the region and should expect to attract a large share of potential growth, the current circumstances do not merit the accommodation for such growth at this time.

## 2.5 SUMMARY

The socioeconomic profile of Mundy Township reveals two very important points. The first is that Mundy Township is in an economically depressed and aging region that is losing population, jobs, wages, and housing values. The area is behind the state and nation with the size of its educated workforce. The second point is that, within the region, Mundy Township has a relatively strong position regarding the same attributes. Therefore, though the region may continue to struggle economically, the gains that are realized will likely translate more strongly in Mundy Township.

The Township's strengths lie in its location at the southern end of the Flint region, the northern end of the Detroit region, and within commuting distance to Ann Arbor and Lansing. The Township offers a good mix of residential living options that are more affordable than they once were, and the area is also becoming a focal point for many commercial endeavors in the region. This is especially true for the hospitality sector of the regional economy, as well as industries that deal with transportation and logistics as related to the airport.

In combination with the natural features, Mundy Township remains in a strong position to allow balanced and controlled growth by making the most of the gains in the region. Allowing some areas of the Township to develop, while focusing on preserving and improving existing neighborhoods will strengthen the already desirable attributes of the Township. This will allow Mundy Township to provide a high quality of life for its current and future residents, as well as its businesses.



# CHAPTER THREE: TRANSPORTATION

3.0 INTRODUCTION

3.1 INTERSTATE/FREEWAYS

3.2 MINOR ARTERIALS

3.3 URBAN/MAJOR COLLECTORS

3.4 LOCAL ROADS

3.5 ROAD MAINTENANCE AND CONTROL

3.6 NON-MOTORIZED TRANSPORTATION

3.7 PUBLIC TRANSPORTATION

3.8 AIR TRANSPORTATION

3.9 SUMMARY

### 3.0 INTRODUCTION

Today's economy and lifestyle are heavily interconnected with transportation. From New York's subway to the canals of Venice, transportation defines the industry, commerce, and residential lifestyle of a region. In the Flint region, the automobile is the primary means of moving people. Truck, rail, and air travel are also crucial to industry and other commerce in the region.

Bishop Airport provides excellent service for business and pleasure travelers, as well as cargo and freight, and this is located in what would be Section Three of Mundy Township. This land is technically in the City of Flint. Though Mundy Township does not have any rail service providers, Canadian National operates a rail line that runs east-west and is located just north of the Township, adjacent to the airport.

The primary focus of this section is to analyze the existing infrastructure that relates to the automobile, since this is almost the exclusive means of access to most sites. With this information in hand, options for land use and change in the Township will be more apparent.

### 3.1 INTERSTATE/FREEWAYS

Interstate/freeways are limited access roadways that do not have any crossings at the same grade as the interstate/freeway. The interstate/freeways which pass through Mundy Township are US Highway 23 (US-23) and Interstate 75 (I-75). These freeways are of regional importance to the Township. US-23 and I-75 merge/separate Section 2 of the Township, just north of Hill Road and Gateway Centre. US-23 provides access to Flint and Ann Arbor, and I-75 links Flint and Detroit. Both provide connections to Saginaw to the north. Mundy's regional location and connections are illustrated on Page 29.

US-23 and I-75 provide local residents and businesses excellent access to large metropolitan markets that exist in Oakland, Genesee, Saginaw, and Washtenaw Counties, and make Mundy Township a strategic location for business and residential uses. These roads are able to carry truck traffic in all seasons. This is especially true for the Hill Road corridor because this corridor offers access to both US-23 (directly) and I-75 (via a connection to I-475 in Grand Blanc Township). A similar impact results on Grand Blanc Road due to the direct access to US-23 in the Township and direct access to I-75 in Grand Blanc. The transportation map illustrates the heavier east-west traffic on these corridors.

The Baldwin Road corridor is also of significant importance to the interstate/freeway system. Because of the trend toward converging the Detroit and Ann Arbor labor and business markets at the southern edge of the Flint Region (Genesee County), this corridor has gained special attention as a potential limited access or other link to connect US-23 to I-75 (I475). Currently, this corridor is undergoing significant development near the I-75 Holly Road exits, largely due to establishment of Genesys Hospital. However, this area is also developing large scale retail, housing, and in-



op Airport from the west via Bristol Road. This is an extremely important and busy corridor further north and provides connections to much retail and airport services.

Fenton Road is an important corridor because of its function as a widened carrier of heavy traffic that is shared between many uses. This corridor is the border between Mundy and Grand Blanc Townships. Grand Blanc, Linden, and Fenton Roads also function as truck routes with frost law restrictions.

These roads historically served as section line roads that provided access to agricultural estates and limited amounts of Land Division Act generated housing. Some sections of these roads have subsequently been platted, resulting in vast numbers of new curb cuts and access points along the corridors. As traffic has increased and the corridors began to function at a larger scale, these access points are becoming problematic due to safety concerns and land value impact concerns for older residential homes.

The Major Street and Traffic Count Maps clearly illustrate how travel in the Township is carried on every other section line road. North-south traffic utilizes Linden, Torrey, and Fenton Roads. East-west traffic utilizes Hill, Grand Blanc, and to a lesser extent Baldwin Roads. Reid Road, Jennings Road, and Van Slyke Road are not viable options for increased traffic flow since these roads are interrupted in the Township and do not connect to the rest of the region adequately.

As such, Grand Blanc and Hill Roads are in the best position to carry heavier traffic to and from the region, due to the connections stated. Grand Blanc Road will likely need a capacity study done to fully understand the implications of current and future development on the corridor. Linden and Torrey Roads are best situated to carry north-south traffic in this manner due to their current capacity and connections to the Interstate just north of the Township.

### 3.3 URBAN/MAJOR COLLECTORS

Urban/Major collectors are paved or unpaved roads which collect traffic from local roads and pass such traffic to minor and major arterials. These roads have generally served as section line roads, but they do not carry as much traffic as the arterials.

East-west collector roads are Maple Road east of Torrey, Grand Blanc Road west of Torrey, and sections of Baldwin Road. The traffic count map illustrates the lessening of activity as one travels east in the Township. Elms Road north of Hill and Torrey Road south of Grand Blanc Road are north-south collectors.

These roads tend to carry more traffic as time goes on due to Land Division Act housing, small plats, and other new uses. Currently, these corridors function at a scale that is generally suited to maintaining residential values along the corridor, but growth pressures create demand for different uses and additional ac-



cess drives on these corridors, decreasing design speed, safety, and rural character.

### 3.4 LOCAL ROADS

Local roads are designed to provide vehicular access to abutting properties and to discourage through-traffic. These roads are traditionally designed in a grid pattern to allow access to collectors, arterials, and other uses within or adjacent to the grid (such as local businesses, schools, churches, etc.).

These roads can function as residential or business roads within subdivisions, business parks, or mixed-use areas. Recent planning trends have gotten away from grid pattern streets (these provide blocks with connections to the collector or arterial every 300-500 feet) in favor of single-entrance subdivisions with cul-de-sacs. While this reduces curb-cuts to such streets, the efficient traffic pattern provided by the grid is eliminated and the developments do not retain any relationship with the corridor.

Recently, many of these roads have undergone repair and maintenance to ameliorate deteriorating conditions. There are more streets, especially on the Township's east side that will require such maintenance or repair to keep the streets and property values viable.

### 3.5 ROAD MAINTENANCE AND CONTROL

The entire public road network in Mundy Township is owned, operated, and maintained by the Genesee County Road Commission (GCRC). The Township has no legal obligation to maintain or repair such roads. The McNitt Act of 1931 and PA 51 of 1951 removed Township authority over community roads and required Michigan county road commission to take over all township public streets and alleys.

Though the Township does not directly control or have responsibility over these streets, there are many options that can be exercised to guide the future evolution and maintenance of the street network. The Township can work with the GCRC to plan future corridor development and maintenance for items ranging including the number of lanes, long term traffic control, ingress & egress, and speed limits. Furthermore, the Township can effect change by allocating funds (general funds, special levies, grants, or assessments) to make additional improvements or repairs to the County roads. Such investments might include a streetscape project, pedestrian amenities, or general repair of a local street.

### 3.6 NON-MOTORIZED TRANSPORTATION

Non-motorized transportation is becoming an increasingly important aspect of local trans-

portation. This type of transportation includes sidewalks, bike lanes, and non-motorized paths that may or may not follow a roadway. This type of transportation is important because of the new health, environmental, and economic paradigms in the planning practice.

Essentially, creating a walkable environment with high levels of connectivity is believed to promote better health among residents and reduce vehicle miles travelled and congestions. This in turn would improve air quality and reduce fuel consumption. Furthermore, such an environment may function as a recreational or general community amenity that will retain and attract families to the community. As such, Mundy Township should continue to move forward with non-motorized endeavors as stated in this Master Plan.

### 3.7 PUBLIC TRANSPORTATION

Within the Township, public transit is available in the form of an on call curb to curb service called "Your Ride." This service is a branch of the county-wide Mass Transportation Authority (MTA). "Your Ride" provides service to those people in the area who do not have access to fixed services provided by MTA. There are no fixed routes in Mundy Township, however the MTA opened a state-of-the-art facility at the intersection of Dye and Miller Roads, just north of the Township. This facility functions as a regional deployment and service station for transit operations.

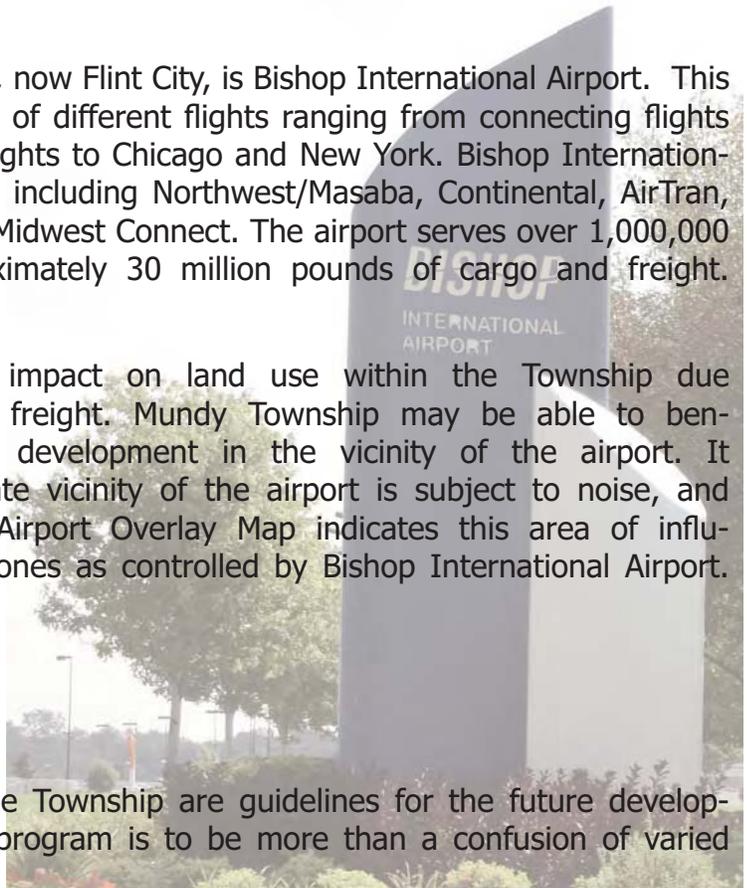
### 3.8 AIR TRANSPORTATION

Within Section Three of Mundy Township, now Flint City, is Bishop International Airport. This is a growing airport that offers a variety of different flights ranging from connecting flights to larger hubs like Detroit to non-stop flights to Chicago and New York. Bishop International Airport is served by six major airlines including Northwest/Masaba, Continental, AirTran, Delta/Comair/ASA, American Eagle, and Midwest Connect. The airport serves over 1,000,000 passengers a year and handles approximately 30 million pounds of cargo and freight.

This airport may have a substantial impact on land use within the Township due to its ability to transport people and freight. Mundy Township may be able to benefit from industrial or freight related development in the vicinity of the airport. It should also be noted that the immediate vicinity of the airport is subject to noise, and should be regulated accordingly. The Airport Overlay Map indicates this area of influence as well as the height permitting zones as controlled by Bishop International Airport.

### 3.9 SUMMARY

The proposals enumerated above for the Township are guidelines for the future development of the Township. If the planning program is to be more than a confusion of varied



opinions, then it is essential that these goals and objectives be seriously considered. They will help maintain an orderly, prosperous, and attractive development pattern in the Township. These statements are suggested as a starting point for the local officials. As the planning process progresses, the goals, objectives, and policies may be altered and new ones formed. Thus, these recommendations are flexible and need constant attention. It is recommended that the goals, objectives, and policies be reviewed and updated as necessary.



# Mundy Township Major Streets May 2010

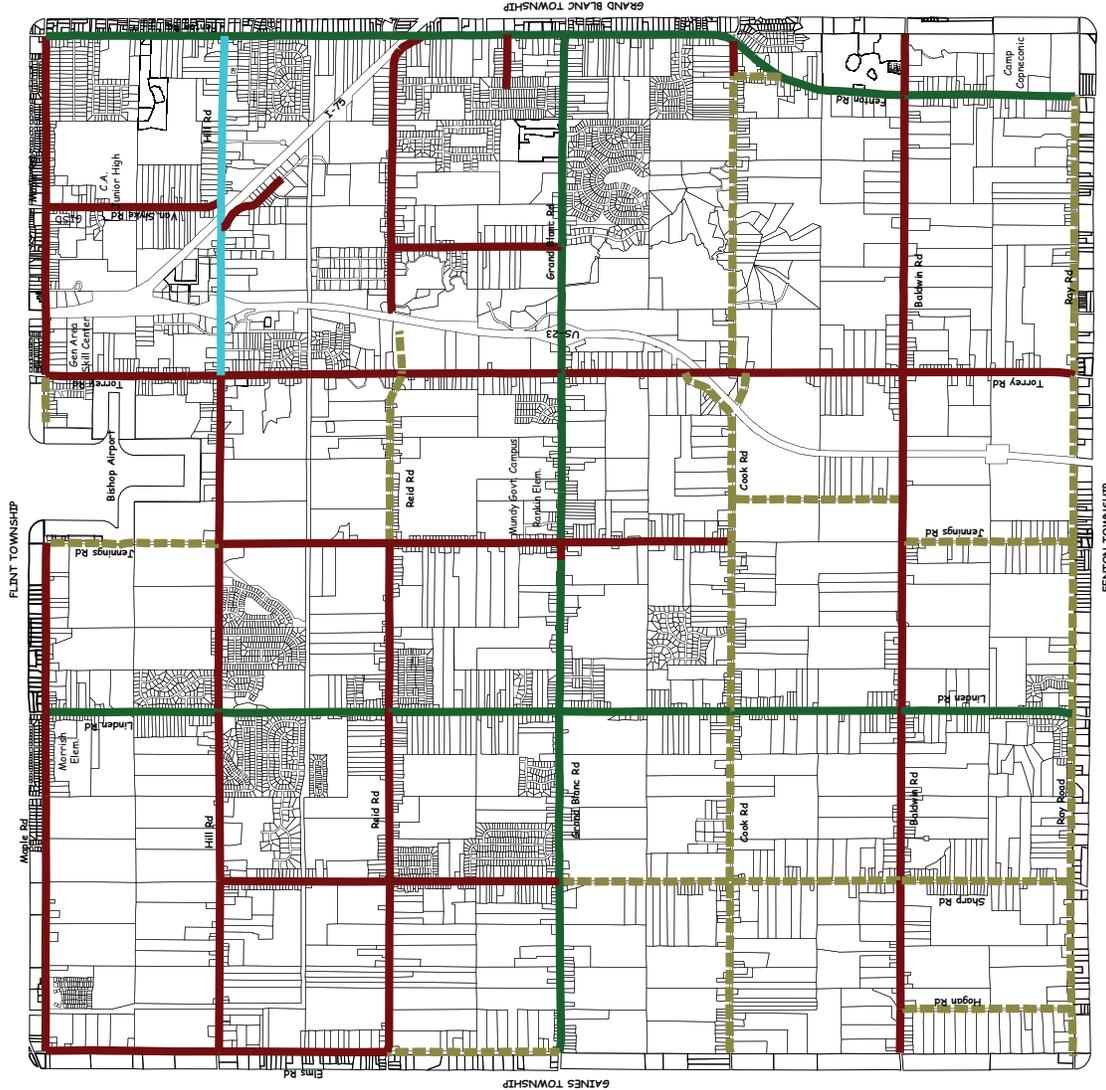
## Road Status

- Improved:
- Frost Law Truck Route
- Improved: Special Truck Route
- Improved: Other
- Unimproved

Source: Genesee County Metropolitan Planning Commission 2010

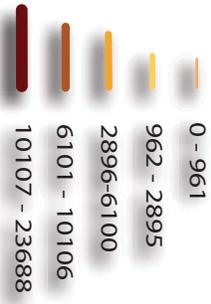


May 4, 2010



# Mundy Township Traffic Counts May 2010

## 24 Hour Trip Counts 2009



Traffic Counts are 2009 or most recent.  
Source: Genesee County Road Commission.



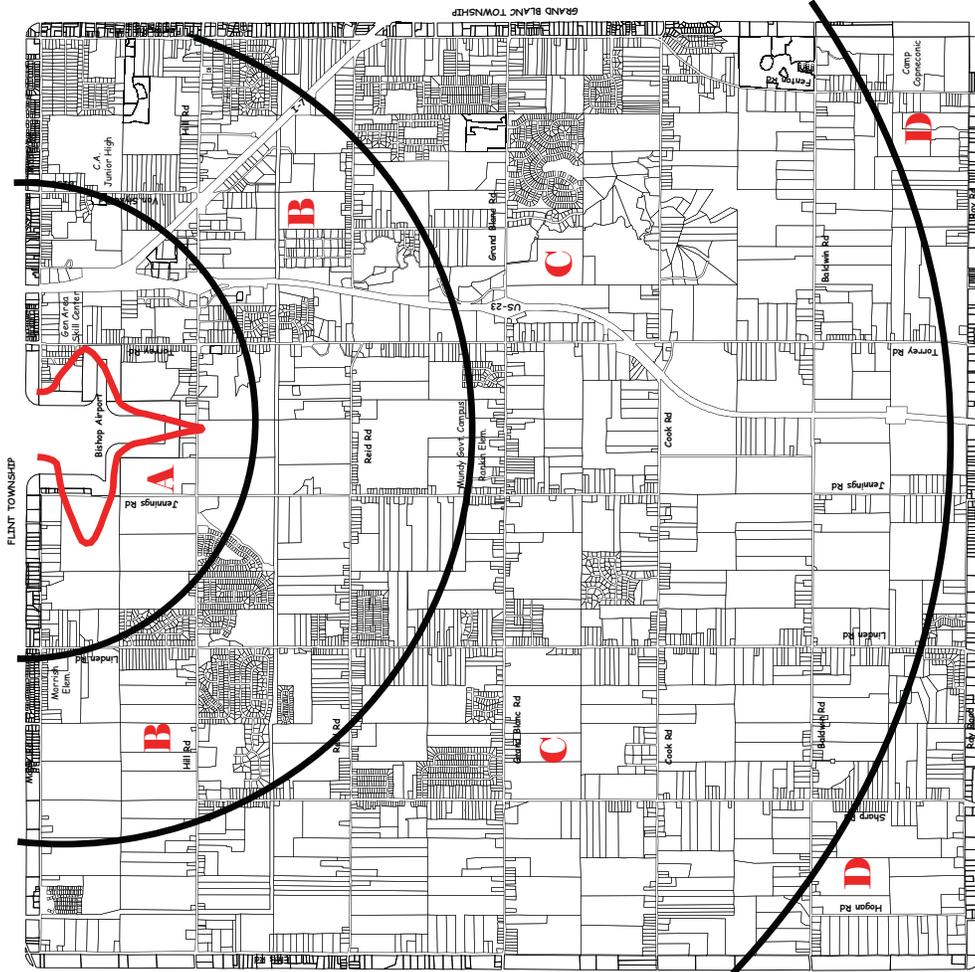
May 4, 2010

# Mundy Township Airport Overlay May 2010

- A** Permit Required for Structures and Objects Exceeding 25 Feet in Height
- B** Permit Required for Structures and Objects Exceeding 35 Feet in Height
- C** Permit Required for Structures and Objects Exceeding 50 Feet in Height
- D** Permit Required for Structures and Objects Exceeding 100 Feet in Height
- 65 Decibel Countour: Not Suitable for Most Land Uses



May 4, 2010



FENTON TOWNSHIP



# CHAPTER FOUR: UTILITIES AND PUBLIC FACILITIES

4.0 INTRODUCTION

4.1 WATER SYSTEM

4.2 SEWER SYSTEM

4.3 POLICE

4.4 FIRE

4.5 AIRPORT

4.6 SCHOOLS

4.7 SUMMARY

## 4.0 INTRODUCTION

# Mundy Township Master Plan 2010

Mundy Township owns water and sewer systems within the Township. These systems are operated and maintained by Genesee County Drain Commission - Division of Water and Waste Services. Genesee County sells Detroit water to customers in the Township, and they also transport sanitary sewer to the treatment plant on Beecher Rd., Flint.

These utilities are a vital service to many businesses, industries, and residents in the Township. Reliable public utilities add much value to property for their ability to ameliorate the need for well and septic systems that often need to contend with poor quality or soils. In fact, there are many issues with arsenic in the water tables in Mundy Township.

Though most of the Township is not served by public utilities on a geographic standpoint, the most populated and intensely used areas to the north and eastern edges of the Township are served. The inventory and future plans for utilities are crucial in order to provide a sustained quality of life for existing land owners and to properly plan for future changes within the Township.

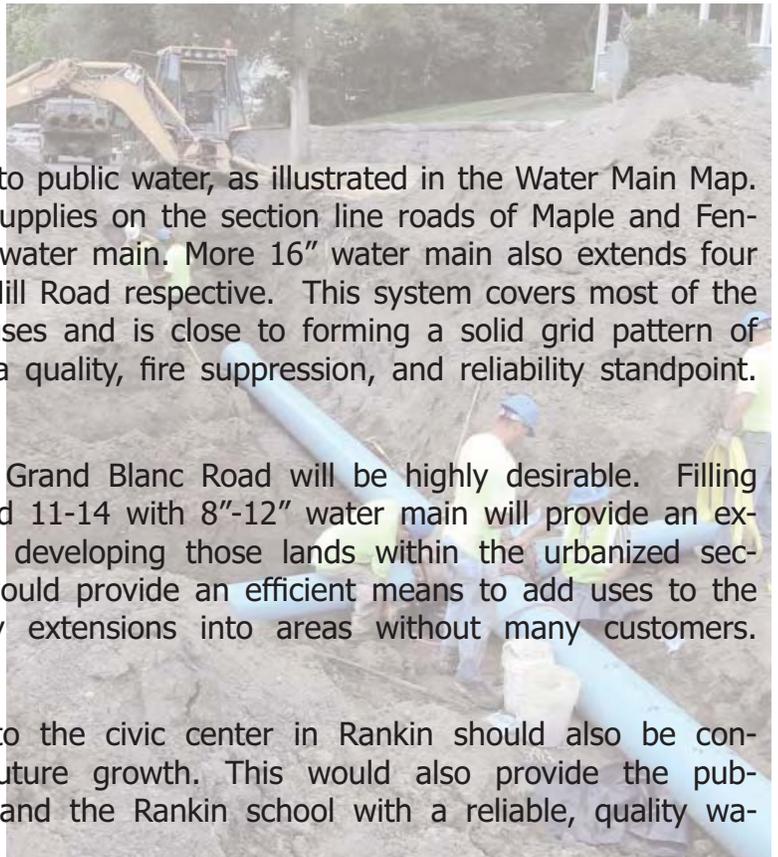
The Township also operates police and fire departments that are crucial to the preservation, protection, and value of property in the community. These services have grown with the Township and are vital to the current and future of the Township. In addition to these services, there are also numerous institutions, such as the airport and local school systems that contribute to the function of the community.

## 4.1 WATER SYSTEM

Mundy Township offers limited access to public water, as illustrated in the Water Main Map. The Township provides ample water supplies on the section line roads of Maple and Fenton (south to Baldwin) using 16"-30" water main. More 16" water main also extends four miles south and west on Torrey and Hill Road respective. This system covers most of the Township commercial and industrial uses and is close to forming a solid grid pattern of connections, which is desirable from a quality, fire suppression, and reliability standpoint.

Finishing these loops on Linden and Grand Blanc Road will be highly desirable. Filling the utility grid within Sections 1-4 and 11-14 with 8"-12" water main will provide an excellent foundation for improving and developing those lands within the urbanized section of the Township. This system would provide an efficient means to add uses to the Township without investing in costly extensions into areas without many customers.

A water main extension of service to the civic center in Rankin should also be considered if Rankin is targeted for future growth. This would also provide the public safety functions of the Township and the Rankin school with a reliable, quality wa-



ter source. The Township should investigate the possibility of extending main to other areas where high-users such as subdivisions, industry, and irrigation operations are present.

It is expected that overall capacity in the regional system shall not be a problem in the near future. However, the Genesee County Drain Commission – Division of Water and Waste Services is proposing a capital project that would involve the construction of a new pipeline to Lake Huron to serve Genesee County customers, including the Township. The function and cost of this system could heavily impact the Township and its customers and should be carefully considered by the Township Board before long-term services or improvements of the system are approved.

## 4.2 SEWER SYSTEM

The sanitary sewer system in Mundy Township is significantly more elaborate than the water system. This system is illustrated on the Sewer Line Map. A 48" interceptor that is gravity fed runs from Cook Road in Section 23 to the northern Township limits in Section 4. This interceptor provides gravity and/or force main access to all populated areas within the developed sections of Mundy Township, with the exception of Section 6 which flows into an interceptor following the West Branch of the Swartz Creek.

This system is adequate to the Township's needs at present, but future capacity and expansion capabilities should be investigated if concentrations of septic tanks increase in un-served areas or problems arise. The Township should work with the GCDC – WWS to ensure that the issues of inflow and infiltration into the system are addressed, as well as routine maintenance of older lines. As of 2007, the Western Trunk Extension has increased the capacity and efficiency of the county system. There may be future extensions of county interceptor lines into Mundy Township. If these plan move forward, a revision of land use considerations may be in order.

## 4.3 POLICE

Mundy Township provides full-time, 24 hour police services to the community. The police department employs the Township Marshal (Chief), three sergeants, two detectives, twelve full-time police officers, one dispatcher, one evidence technician, one transcriptionist/secretary, one part-time clerk and one part-time public service officer.

The police department, originally founded in 1981, is now currently located on Grand Blanc Road in Rankin and is near the civic campus of the Township. Current services are adequate to the Township's needs.

## 4.4 FIRE

Mundy Township operates a volunteer fire department in the community. The department was founded in 1947 and has two facilities that serve the Township. The first was built on the corner of Grand Blanc and Linden about 35 years ago, and the second was constructed on Hill Road and Jennings Road in 2000.

The department has about thirty volunteer firefighters and a part-time chief. The call run for 2009 was 256. The services that this department provides are currently under review by the Township, but no changes or improvements are currently planned.

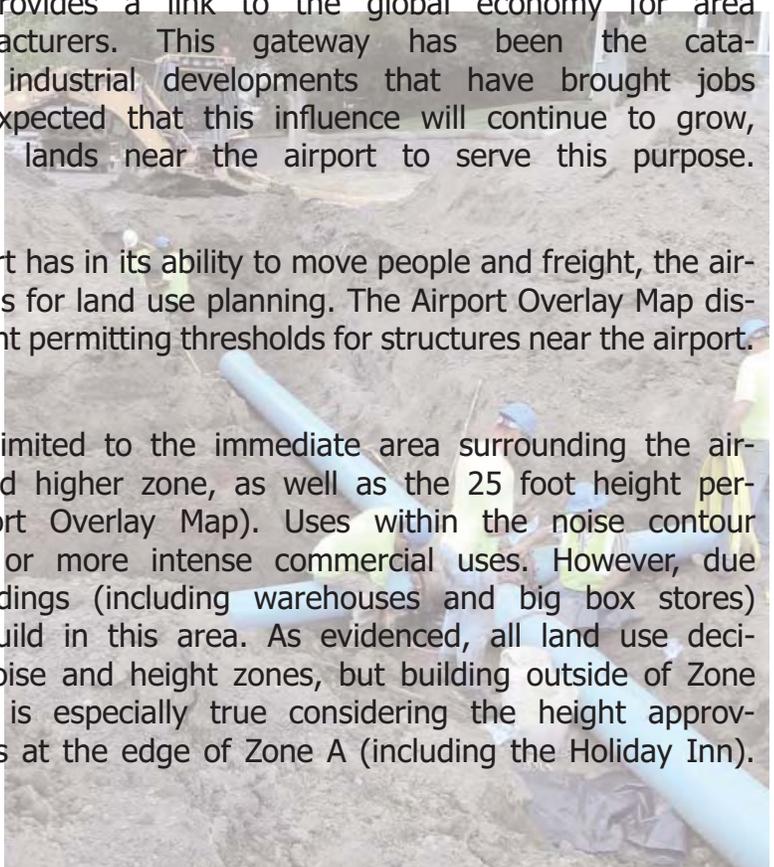
## 4.5 AIRPORT

Adjacent to Mundy Township on the north side (originally a part of Section Three) is Bishop International Airport. Bishop International Airport is within the City of Flint. Activity at this airport has increased substantially for both passenger and freight traffic in the last decade. The undated but current Airport Master Plan prepared for the facility predicts the annual passenger load will increase from 335,981 people in 2000 to 1,002,200 people in the year 2023. Annual cargo operations are expected to increase from 40,350,577 to 66,688,000 over the same period. This growth is likely to impact neighboring land areas, including those in Mundy Township.

As stated previously, the airport provides a link to the global economy for area residents, businesses, and manufacturers. This gateway has been the catalyst for many freight and related industrial developments that have brought jobs and tax base to the area. It is expected that this influence will continue to grow, and Mundy Township has allocated lands near the airport to serve this purpose.

In addition to the impact that the airport has in its ability to move people and freight, the airport also has more practical implications for land use planning. The Airport Overlay Map displays noise contour data as well as height permitting thresholds for structures near the airport.

The areas of concern are generally limited to the immediate area surrounding the airport that is within the 65 decibel and higher zone, as well as the 25 foot height permitting zone (Zone A on the Airport Overlay Map). Uses within the noise contour line should be limited to industrial or more intense commercial uses. However, due to the height limitations, taller buildings (including warehouses and big box stores) shall need to acquire a permit to build in this area. As evidenced, all land use decisions should be cognizant of these noise and height zones, but building outside of Zone A should not be burdensome. This is especially true considering the height approvals that have been given for structures at the edge of Zone A (including the Holiday Inn).



## 4.6 SCHOOLS

Five school districts operate within the Township. Carman-Ainsworth covers the northern and central sections of the Township towards the east. This district operates a middle school and Rankin Elementary school in the Township and has no plans for expansion, relocation, or any other substantial service or building improvements.

The Swartz Creek School District covers the northwestern sections of the Township and operates the Morrish Elementary school. This district is also not planning any service or building improvements or changes.

The other three districts do not have any facilities in the Township. These include: Grand Blanc to the east and northeast, Lake Fenton to the south and south-east, and Linden in the southwest. The Genesee Intermediate School District, including the Genesee Area Skill Center, operates out of the northern end of the Township. There are no institutions of higher learning in the Township.

As with the population of the region, these districts all showed general increases throughout the 1990s and early 2000s, especially Grand Blanc. However, the recent years have left student enrollment in these districts in flux, with most districts losing some students.

## 4.7 SUMMARY

The existing water and sewer utility systems in Mundy Township provide potable water and safe sewage disposal to much of the land uses in the developed parts of the community. This is excellent for ensuring basic sanitation, function, and desirability of these areas. Furthermore, there appears to be additional capacity for both water and sewer within the northerly and easterly areas of the Township. This is ideal for allowing the land use demand to be realized in accordance with the provisions of this plan without being hindered by a lack of water and sewer infrastructure.

The Township should still work closely with the GCDC – WWS concerning future developmental projects and expansions to make sure that the system can serve the Township's needs while still remaining efficient. Extensions made prior to development can help attract developers, but such extensions can be costly if there are no customers. Furthermore, extensions to alleviate water quality concerns, for example, can lead to market demand for land in the affected area. Future revisions of this plan should specify whether such development will be permitted or not.

Police, Fire, and School facilities are all adequate to serve the Township's needs with some undetermined room for growth. Large projects that would add substantial populations or square footage should be reviewed by the provid-

ers of these services to determine the demand on capacity, service level, access, and other attributes that might impact such services or the developments.

Utilities



# Mundy Township Water Mains May 2010

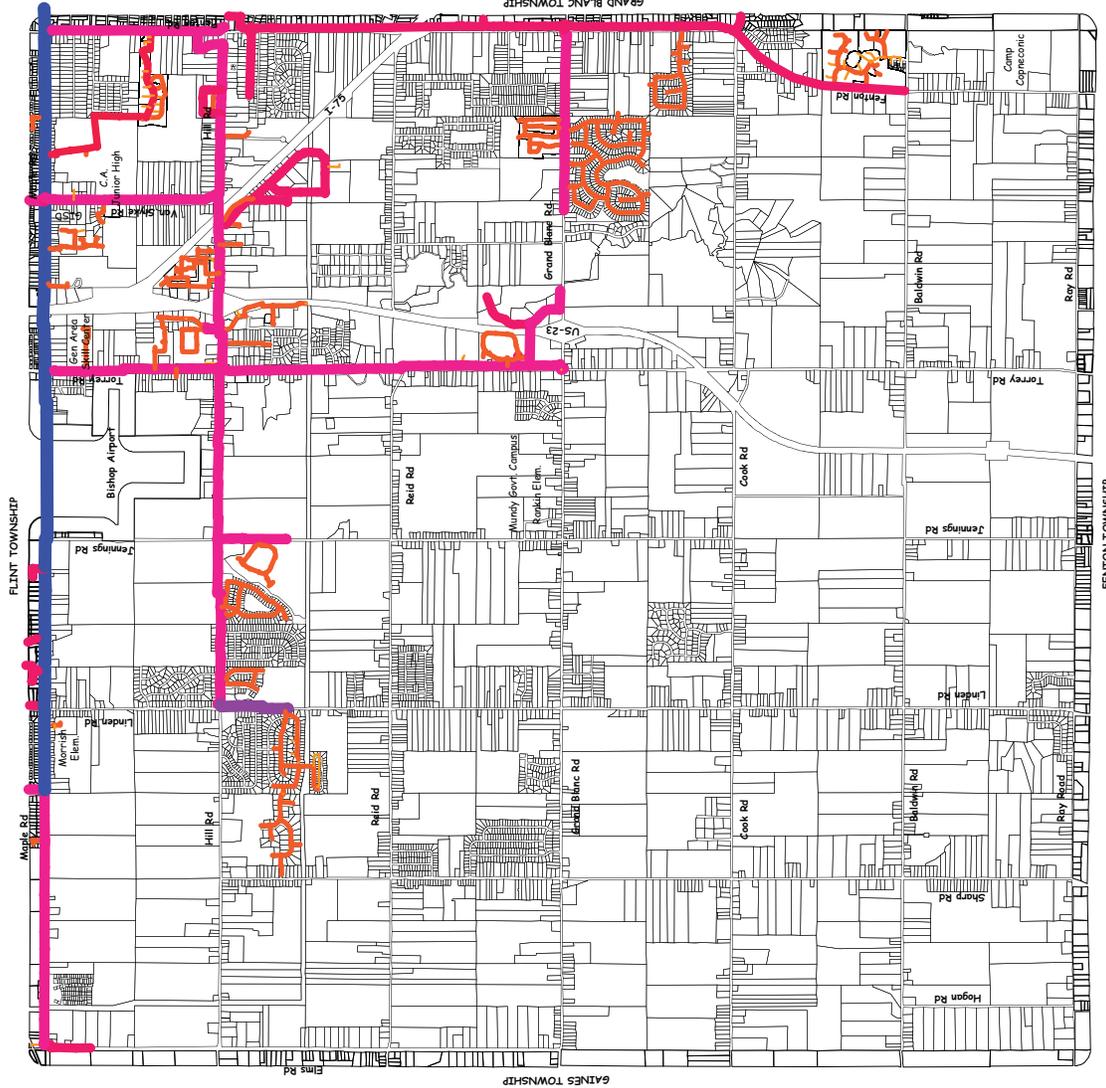
## Water Main Size

- 6 Inch Diameter
- 8 Inch Diameter
- 10 Inch Diameter
- 12 Inch Diameter
- 16 Inch Diameter
- 24 Inch Diameter
- 30 Inch Diameter

Source: Genesee County GIS Department & Mundy Township 2010



May 4, 2010



# Mundy Township Sewer Lines May 2011

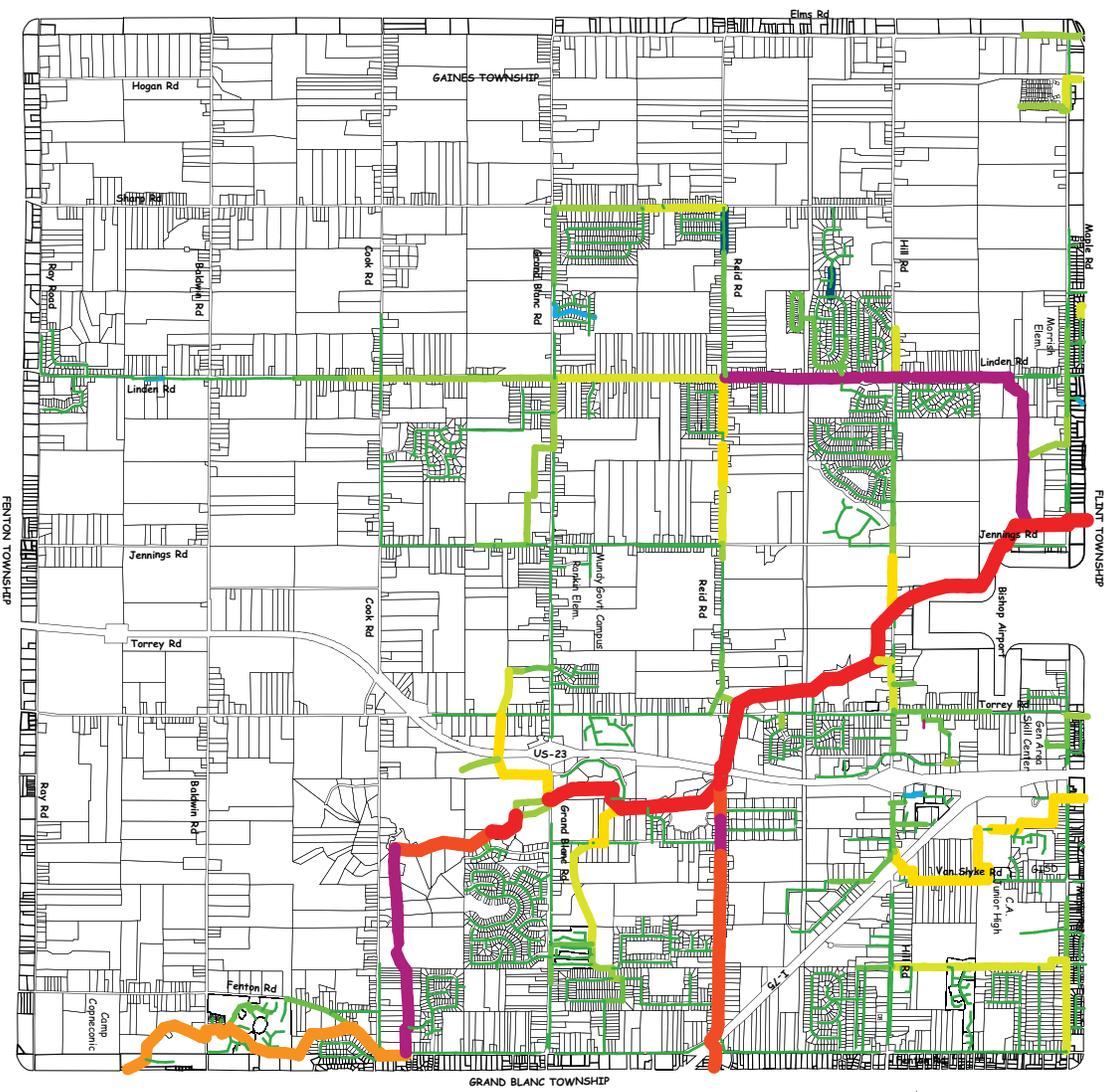
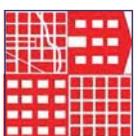
## Gravity Line Size

-  8 Inch Diameter
-  10 Inch Diameter
-  12 Inch Diameter
-  15 Inch Diameter
-  18 Inch Diameter
-  27 Inch Diameter
-  30 Inch Diameter
-  42 Inch Diameter
-  48 Inch Diameter

## Pressure Main Size

-  4 Inch Diameter
-  6 Inch Diameter

Source: Genesee County GIS Department 2010

ZETTEL CONSULTING  
COMMUNITY PLANNING & ECONOMIC  
DEVELOPMENT SERVICES

May 4, 2010

# CHAPTER FIVE: ENVIRONMENTAL FEATURES

5.0 INTRODUCTION

5.1 METHODOLOGY

5.2 WETLANDS AND WOODLANDS

5.3 HYDROLOGY & FLOODPLAIN

5.4 RECREATIONAL OPPORTUNITIES

5.5 SUMMARY

## 5.0 INTRODUCTION

The natural, physical features within the Township of Mundy must be considered in the planning process as these features impact both people and wildlife in the community. Naturally occurring features such as wetlands can function as amenities for residential or recreational uses or as impediments for more land intensive types of development, such as commercial or industrial. As such, this section of the master plan describes the location and types of natural features and potential environmental hazards that exist in the Township.

Mundy Township retains a relatively large amount of land in an undeveloped state. Much of this land may be tied to existing uses, such as large lot single-family, but this does not necessarily change the function of such areas. The following will illustrate what the natural features are in the Township and how these features relate to the rest of the Master Plan.

The appendix of this plan shall also provide some information in regards to previous studies on environmental hazards within the Township. Environmental contamination is a concern for two reasons. One, soil and water contamination may pose a serious health threat to future users or occupants of a property. Second, the clean-up of environmental contaminants can be extremely expensive, sometimes costing more than the property is worth.

State environmental policy has changed and they now seek ways to encourage the redevelopment of contaminated sites in a cost effective and environmentally responsible manner. Michigan has approved environmental clean-up standards which are linked to the future use of a property. Now, a contaminated property that is being redeveloped for an industrial use will be given the option of meeting a different (less stringent) clean-up standard than a site that was being redeveloped for a residential use after filing an acceptable 'due-care' plan.

Thus, knowing the location of contaminated properties and understanding the general type and extent of contamination may impact future land use recommendations. For that reason, an environmental scan of Mundy Township was previously completed as part of the master plan background studies. Though this study was not updated for this Master Plan, the identification of LUST (Leaky Underground Storage Tanks) sites and radon conditions is still valid and useful.

## 5.1 METHODOLOGY

Global Information System (GIS) data was retrieved from the Genesee County GIS department. This data, along with definitions from the appropriate federal agencies, constitutes the majority of information available for an analysis of natural features. This data was used to generate maps that illustrate the hydrology, wetlands, forest type, and flood hazard areas of the Township. With these illustrations in place, an informed analysis of the appropriate uses for those areas can occur.

Previous studies done on the Township's behalf identify contaminated sites in Mundy Township and for an area extending one mile beyond the Township's border. This information may be useful if the Planning Commission encounters plans, proposals, or other land considerations at or near these affected sites.

Federal and state environmental records were reviewed for Mundy Township and an area extending one mile outside the Township's border. The reason for the extraterritorial review was to identify contaminated sites near Mundy Township that may affect the environmental condition of a property in the Township. This information can be found in Appendix A.

## 5.2 WETLANDS AND WOODLANDS

Wetlands and other natural areas are important within the community for many reasons. These areas often integrate and function as part of a drainage network, control soil erosion and sediment loading, contribute to the quality of surface and subsurface water, provide a habitat for forest and aquatic type critters, and enhance the natural features of the Township.

Wetlands are protected under Federal and State regulations for these reasons and are often difficult, if not impossible, to alter within the law. All wetlands that are contiguous with a waterway (within 500 feet) and wetlands that are five acres or larger in size are regulated by the Michigan Department of Natural Resources and Environment (MDNRE) through Part 303 of the Natural Resources and Environmental Protection Act (NREPA). These areas, if managed properly, will function as amenities to land uses in the vicinity of the Township and are illustrated on the Wetlands Map.

Most of Mundy Township is classified as 'upland' according to the US Environmental Protection Agency. This classification simply means that these areas are not designated as wetland. Much of this land is used for agricultural purposes and small woodlands, or it is developed for residential or other uses. Those areas that fall under a wetland designation are discussed below.

### Wetland Systems

The wetlands of Mundy Township are illustrated in the wetland map. These areas are composed of systems that are further divided into classes.

### Palustrine Wetlands

Palustrine wetlands are the most prevalent in Mundy Township. These include wetlands that are substantially covered with emergent vegetation such as trees, shrubs, moss, etc. Most bogs, swamps, floodplains and marshes fall in this system, which also includes small bodies of open water that are less than 20 acres.

**Lacustrine**

There are two wetlands in Mundy Township that are identified as Lacustrine. These wetlands include inland water bodies that are situated in topographic depressions, lack emergent trees and shrubs, have less than 30% vegetation cover, and occupy at least twenty acres. These include lakes, larger ponds, etc.

**Wetland Classes**

Wetland Classes make up the specific type of wetland system that is described above. As illustrated in the hydrology map, there are four types of wetland classes present in Mundy Township. The first is the emergent class which is characterized by erect, rooted, herbaceous hydrophytes, excluding mosses and lichens. This vegetation is present for most of the growing season in most years. These wetlands are usually dominated by perennial plants. These wetlands generally maintain the same appearance over a period of years. Less than 30% of Mundy Townships wetlands are emergent and these are generally located in close proximity to the floodplain areas.

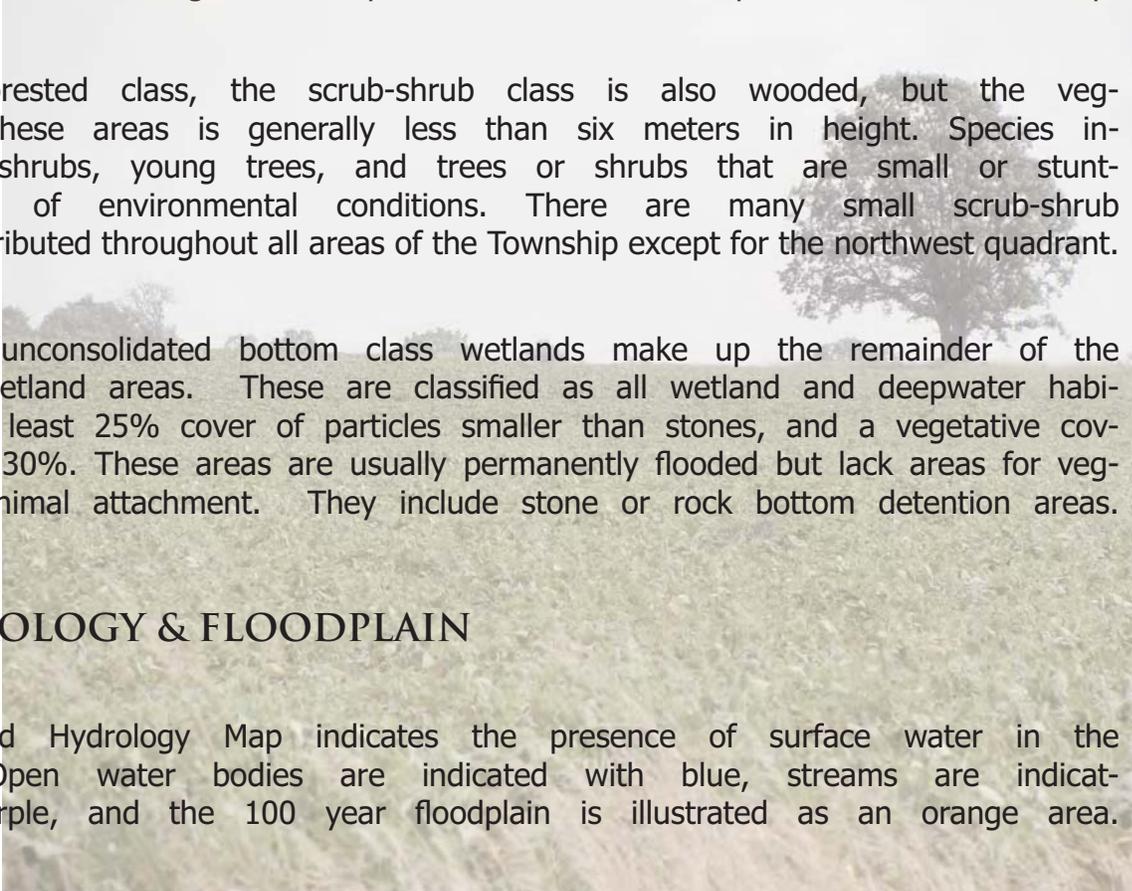
The next wetland type is the forested class. This class is characterized by containing woody vegetation that is over six meters in height. Most of the larger wetlands in Mundy Township fall under this category and are located along the floodplain in the southeast portion of the Township.

Like the forested class, the scrub-shrub class is also wooded, but the vegetation in these areas is generally less than six meters in height. Species include true shrubs, young trees, and trees or shrubs that are small or stunted because of environmental conditions. There are many small scrub-shrub wetlands distributed throughout all areas of the Township except for the northwest quadrant.

Open water/unconsolidated bottom class wetlands make up the remainder of the Townships wetland areas. These are classified as all wetland and deepwater habitats with at least 25% cover of particles smaller than stones, and a vegetative cover less than 30%. These areas are usually permanently flooded but lack areas for vegetative or animal attachment. They include stone or rock bottom detention areas.

**5.3 HYDROLOGY & FLOODPLAIN**

The attached Hydrology Map indicates the presence of surface water in the Township. Open water bodies are indicated with blue, streams are indicated with purple, and the 100 year floodplain is illustrated as an orange area.



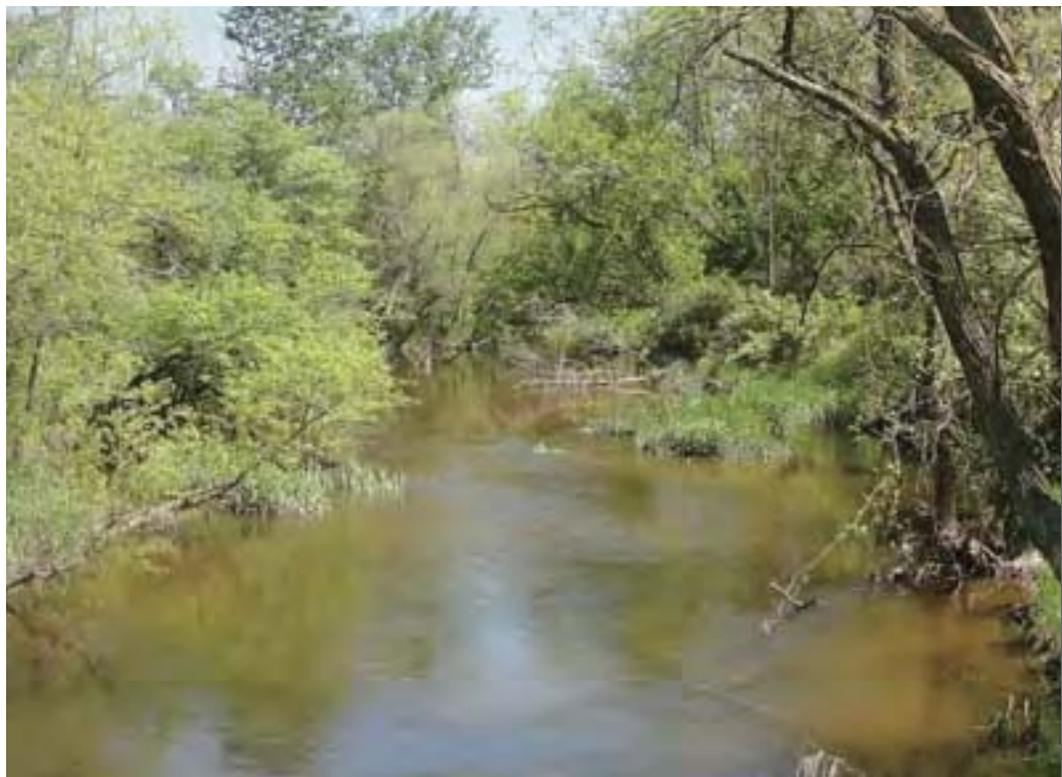
Surface Water. The most prominent water body in the Township is the South Branch of the Swartz Creek. This is the largest branch of the Swartz Creek, with headwaters in the Holly and Fenton area. This stream serves primarily as a drain for the area but has potential to provide recreational opportunities that tie into the trail plan or even the future uses near the land fill.

This stream flows north through the Township, originating in the southeast corner of the Township and eventually emptying into the Flint River after exiting the Township at Jennings Road, by the airport. As illustrated on the Hydrology Map, this stream interacts with many adjacent developments in the Township and intersects many major corridors, such as Hill Road. The maintenance of this stream is important when considering future land use because of the existing flood plain along with increased drainage and possible pollution created by impervious surfaces (roofs and parking lots). Other open water areas include developmental detention areas and ponds that are located within the Township. None of these provide direct public access.

Floodplains. The Swartz Creek floodplain is defined by the high-water mark of a 100 year flood as set by the Federal Emergency Management Agency (FEMA). An area defined as floodplain presents limitations on development because of the presence of potential flood hazards. The floodplain was most recently updated in September of 2009. These areas are regulated by the local government via regulatory requirements by the MDNRE. Such areas can be problematic for development and can decrease the value of structures within the flood hazard area due to the requirements for flood insurance and the risk of damage.

## 5.4 RECREATIONAL OPPORTUNITIES

Recreational opportunities deriving from the community's natural features should be explored further by the Township. Based upon the existing conditions, it appears that Mundy Township's strongest assets, outside of vacant farmland and wooded lots, are the Swartz Creek and some of the small water bodies in the community.



Natural areas are inviting for residents, workers, and visitors. These areas should be protected, encouraged, and included in the Township's plan for future changes. Further study by the Township might reveal areas where the Swartz Creek could be accessed for canoeing, kayaking, or other forms of recreation by residents and visitors. Development of any non-motorized trails should also consider the Swartz Creek as a point of contact for users of any trail. Lastly, developments in the vicinity should be built to promote the stream as a valuable amenity and in such a manner that protects the integrity of the stream for future generations.

The Township Parks and Recreation plan offers a fantastic start to documenting and investigating these resources. The Open Space Map in this document illustrates where potential natural connections and corridors could be built. It also identifies potential routes for on-road, off-road, and river trails.

## 5.5 SUMMARY

The natural areas of the Township provide both hindrances to land use as well as amenities for residents and visitors. By acknowledging their existence and planning future land uses appropriately for these areas, onsite and adjacent land uses can gain value by taking advantage of the benefits of natural areas, such as recreational streams, without being compromised by the hazards of such areas, such as floodplains. Furthermore, protection of these areas shall enhance the wildlife and the rural charter of the Township.



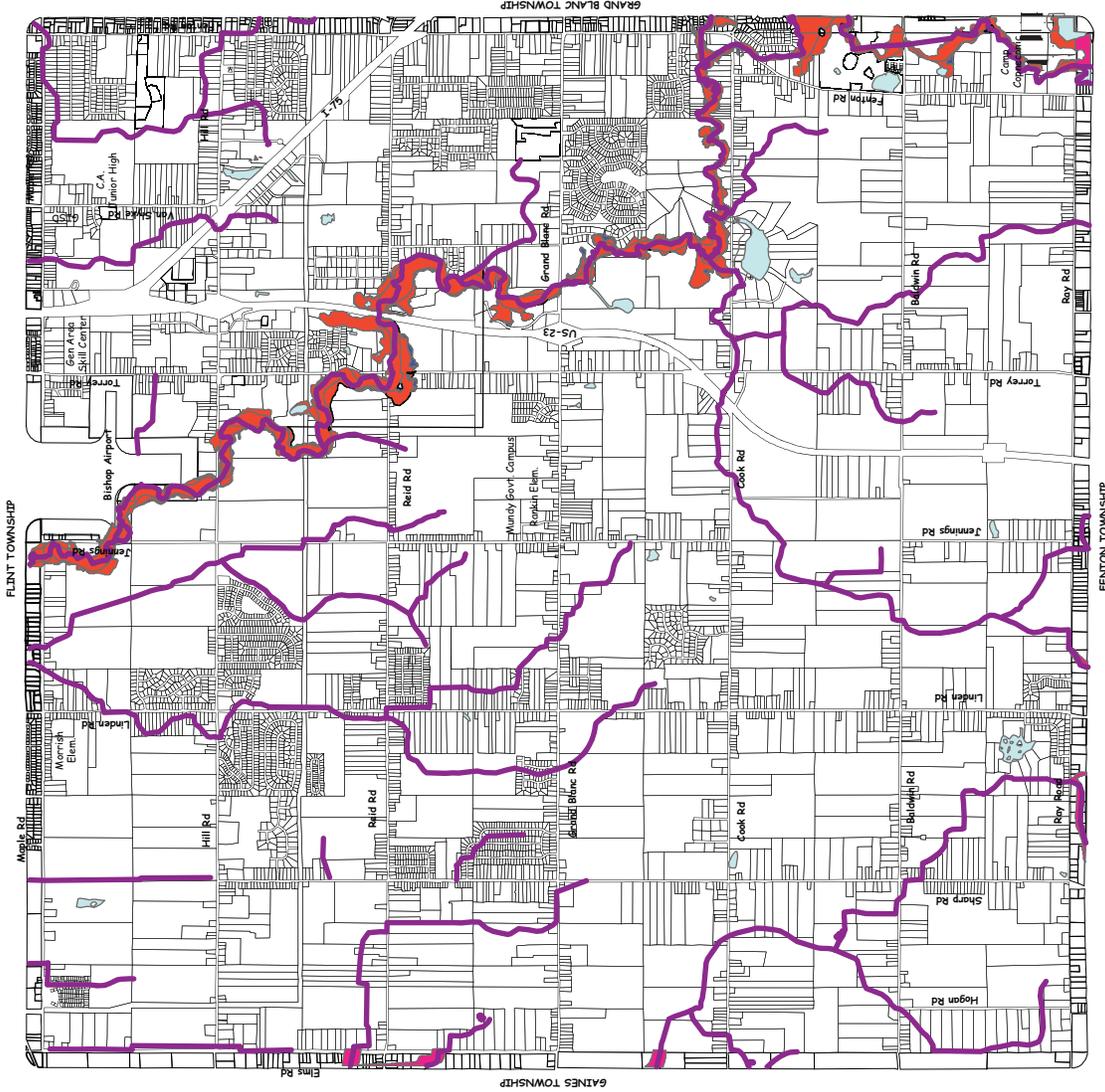
# Mundy Township Hydrology May 2010

- Hydrology**
- Open Water
  - Creeks & Drains
  - 100 Year Flood Plain

Source: Genesee County GIS Department

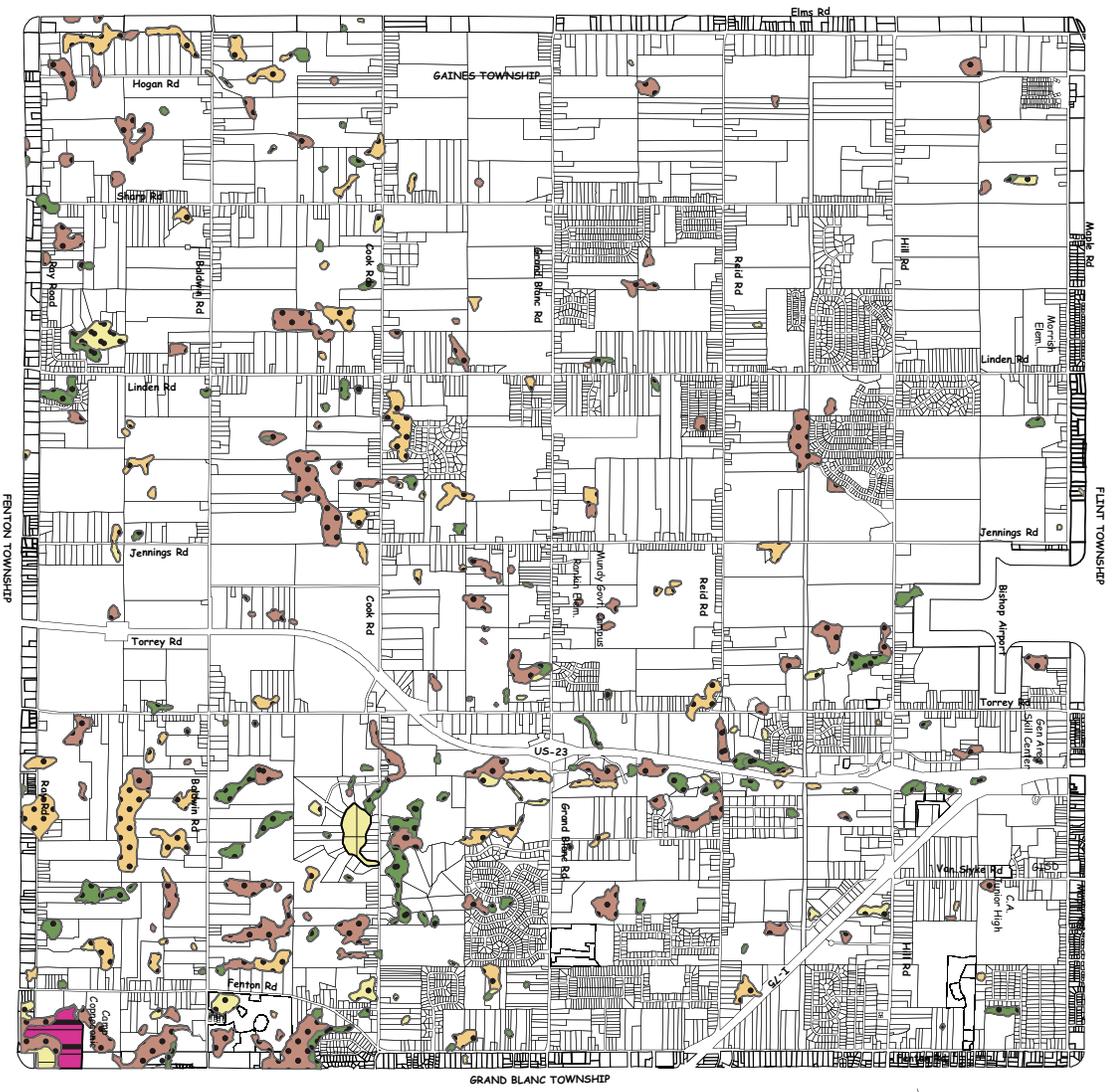


May 4, 2010



# Mundy Township Wetlands May 2010

## Wetlands & Woodlands



- System**
- Lacustrine
  - Palustrine
  - Unknown

- Class**
- Forested
  - Emergent
  - Open Water/Unknown Bottom
  - Scrub-Shrub
  - Unknown

Source: Genesee County GIS Department



May 4, 2010

# CHAPTER SIX: EXISTING LAND USE

6.0 INTRODUCTION

6.1 METHODOLOGY

6.2 LAND USE DISTRIBUTION

6.3 SUMMARY

## 6.0 INTRODUCTION

# Mundy Township Master Plan 2010

Achieving the goals of this Master Plan will not be possible without understanding the current configuration and function of the existing land uses within the Township. As represented in the social and economic conditions section of this plan, the Township's amenities, challenges, and assets are largely determined by what activities occur within the Township. This section focuses on the use of the land as the primary indicator of function instead of the other demographic and physical attributes.

Understanding which land uses are in the Township, where they are, and how they relate to each other will set a foundation for determining what, if any, changes need to be made to the future land use map in order to achieve the goals of the township. By tying this section into the market assessment and other sections, the Planning Commission shall be able to effectively review proposed land use changes as circumstances in the Township evolve in the future.

This existing land use inventory and map is also useful for the Planning Commission in considering zoning and land use changes or developmental projects because this map illustrates what the current uses are as opposed to the planned or zoned uses. With this in mind, the Planning Commission can better judge how proposed land uses would integrate with the existing built environment, leading to more efficient transitions in land use and more prudent zoning changes.

The existing land use map and acreage tabulation, which are included in this chapter, will serve as a ready reference for the Township in its consideration of land use and infrastructure improvement proposals. By being aware of the volume of land uses in existence in relation to the volume of land available for the market demand, the Planning Commission shall be able to locate and time zoning changes to serve the needs of the Township while respecting the future land use map and the existing land uses.

## 6.1 METHODOLOGY

Existing land uses were determined by combining Genesee County Equalization records with aerial imagery and field survey data. The initial map was created using equalization data because each parcel of property in Mundy Township is categorized by the local assessor into the uses of agricultural, residential, commercial, manufacturing, utilities, or exempt classification. Furthermore, the parcels are designated as vacant or improved within the above classifications.

Using this as a base map, uses were further delineated and checked against the field survey and aerial imagery. For example, though equalization records categorize apartment buildings as 'commercial improved,' a windshield survey would reclassify such properties into multiple-family residential on the existing land use map.

Once land uses were identified by using the above data sources, the map was delivered to the Township staff and Planning Commission to ensure that no errors were committed and that the provided land use categories were adequate.

Acreage tabulations were calculated using Genesee County Equalization Data in conjunction with Arc-Map software and the accompanying databases. Since equalization data does not include right-of-ways, these tabulations did not include the area of the public roads in the Township. As such this number was extrapolated

using the remaining acreage of the Township to provide an approximate inventory of all land within the township. These tabulations are intended to be used for planning purposes to demonstrate the approximate area of land currently and potentially dedicated to uses, as it relates to total land available and relative land available.

<b>Table 19</b> <b>Existing Land Use Acreage, 2010</b> <b>Mundy Township, Genesee County</b>		
Land Use Category	Acres	Percent of Total
Low Density Residential (Including Site Condos)	9,334.43	41.6%
High Density Residential (Including Multi-unit Condos)	159.09	0.7%
Mobile Home Park	98.45	0.4%
General Commercial	782.74	3.5%
Industrial	169.64	0.8%
Landfill	201.3	0.9%
Public/Semi-Public	889.5	4.0%
Agricultural Improved	4072	18.1%
Vacant/Agricultural	6,334.96	28.2%
Utilities & Infrastructure	409.80	1.8%
<b>TOTAL</b>	<b>22,452.30</b>	<b>100%</b>
Source: Compiled by Zettel Consulting from Genesee Co. equalization data and field survey.		

## 6.2 LAND USE DISTRIBUTION

Each existing land use was placed in one of ten general land use categories. The Existing Land Use Map, depicts the geographic distribution of the land use classifications.

Mundy Township encompasses 22,452.3 acres, or 35.1 square miles. Data in Table 19 above indicate the total acreage occupied by each land use type and its proportion of the total land area. A discussion of each land use is provided in the ensuing text.

### Low Density Residential

The single-family residential category includes site-built single-family detached structures used as a permanent dwelling, manufactured (modular) dwellings, mobile homes located outside of designated mobile home parks, as well as site condos, and accessory buildings, such as garages, that are related to these units. Most of these units are tract properties or platted properties. However, recent trends in housing have

led to a higher incidence of condominium act housing in the form of site condos.

Single-family residential development occupies 9,334.43 acres of land, or about 41.6% percent of the Township's land area. Many single-family homes are located on large lots which front section line roads. It is surmised that many of these parcels were formerly part of larger farm holdings and were split from the parent parcel in accordance with the Land Division Act. This process avoided the need to plat in accordance with the state Subdivision Control Act. As such, the prevalence of large lot housing has increased.

These long, narrow acreage parcels will provide a future land development challenge. Initially, only a portion of the parcel may develop while the balance remains vacant. This explains why this land use is the most dominant in the Township. Over time, there may be increased interest in the development of private drives and long drive-ways to serve residences placed off the frontage road. Without a targeted land assembly program, such vacant acreage may remain inaccessible and, thus, undevelopable.

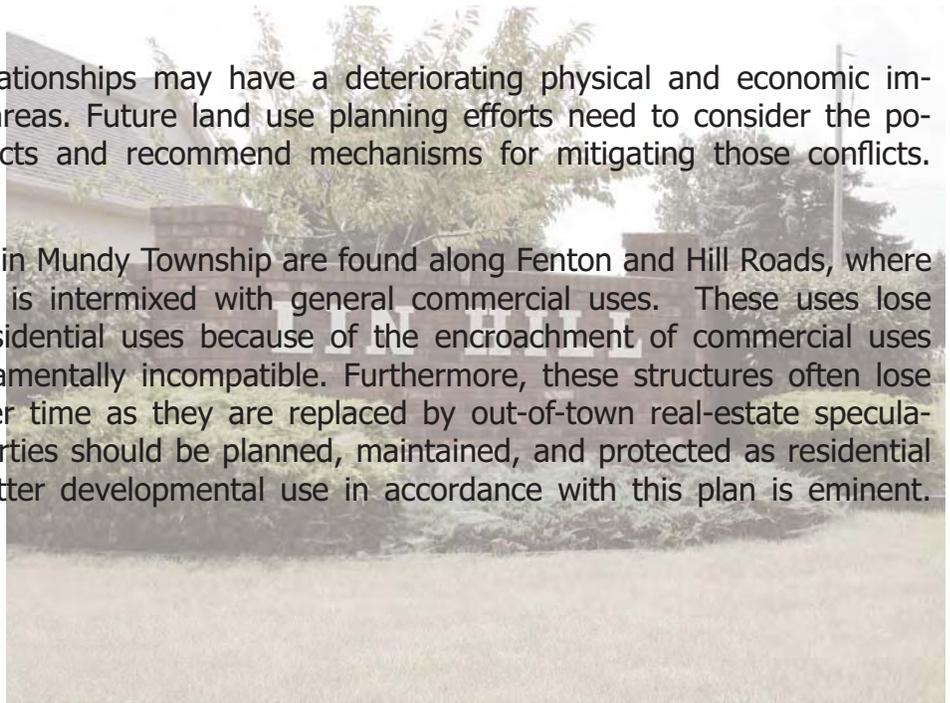
A principal problem confronting some single-family areas is incompatible land use relationships. Incompatible land use relationships occur when adjacent land uses, either by the nature of the activity or scale of development, negatively impact the enjoyment or use of one or more of the properties. An obvious example of this condition is a residence located next to an industry. As such, more dense types of development as well as non-residential development should be focused in areas that will not divide or diminish residential character.

Another issue with this type of housing is that land divisions are permitted by state law. While this is a primary way to accommodate population expansions, over the years agricultural land has been slowly divided to accommodate residential growth outside of the site plan review process. This has allowed many primary roads to reach a 'critical mass' of activity that puts a strain on public amenities traffic, drainage, and public safety.

Incompatible land use relationships may have a deteriorating physical and economic impact on the surrounding areas. Future land use planning efforts need to consider the potential for land use conflicts and recommend mechanisms for mitigating those conflicts.

Examples of this condition in Mundy Township are found along Fenton and Hill Roads, where single-family development is intermixed with general commercial uses. These uses lose sustainable viability as residential uses because of the encroachment of commercial uses in the area that are fundamentally incompatible. Furthermore, these structures often lose their owner-occupants over time as they are replaced by out-of-town real-estate speculators. As such, these properties should be planned, maintained, and protected as residential areas until a high and better developmental use in accordance with this plan is eminent.

### High Density Residential



This multiple-family residential category includes structures commonly referred to as apartments and multi-unit condominiums. These included structures with multiple units on the same site. These may be duplexes, apartments or townhouses developed individually or in complexes. It also includes related lawn areas, parking lots, and any accessory recreation facility. As stated previously, un-platted condominium associations are becoming an increasingly popular way to accommodate dense housing.

Multiple-family development accounts for about 159 acres, or 0.7 percent of the land area in Mundy Township. Major developments include the Maple Park Terrace Apartments and the Maple Ridge Cooperative south of Maple Avenue in Section 2; Leisureton South Condominiums west of Fenton Avenue in Section 1; Crystal Lake Apartments in Section 14; the Lake Park Village Condominiums near Baldwin and Fenton Roads in Section 25; and Oak Creek in Section 8.

Traditionally, multiple-family developments have provided a transitional land use between single-family areas and nonresidential developments. In Mundy Township, these uses are located in various areas and serve as isolated, independent residential communities. While the condominiums retain their value well due to a high owner-occupancy and active associations, the viability of apartments in the long run is questionable. Furthermore, condominiums have been desirable by well-established, elderly couples due to their stability, maintenance programs, and value. The demographic of the apartment dwellers is unknown, but the lack of ownership makes a long tenure in the community less likely.

### **Mobile Home Park**

The mobile home park category includes land assembled for the purpose of locating a planned mobile home community on the site. Land so classified includes related service and recreational areas.

Chateau Torrey Hills and Maple Creek are the only classified mobile home parks in Mundy Township. This use occupies a land area of approximately 98.45 acres, or 0.4 percent of the Township's land area.

While mobile homes were once hailed as a desirable method to accommodate low-income and elderly populations, the inability to acquire these homes due to lending restrictions on depreciable assets has made the viability of many of these parks challenging. The recent trend in this industry is to prefabricate larger housing and bring it to the site with the intention of creating value in a more established community setting.

### **General Commercial**

The general commercial category includes convenience stores, shopping centers, medical facilities, offices, hotels, restaurants, entertainment and most other commercial businesses. At the present time, there are approximately 782.74 acres occupied

by commercial uses. This amounts to about 3.5 percent of the total Township land area.

Most of this development is clustered in the northeast quadrant of the Township, in an area generally bounded by Maple Avenue, Fenton Road, Hill Road, and Torrey Road. Major commercial uses within this area include Meijer Inc., Gateway Centre, and Home Depot among others.



Existing Land Use

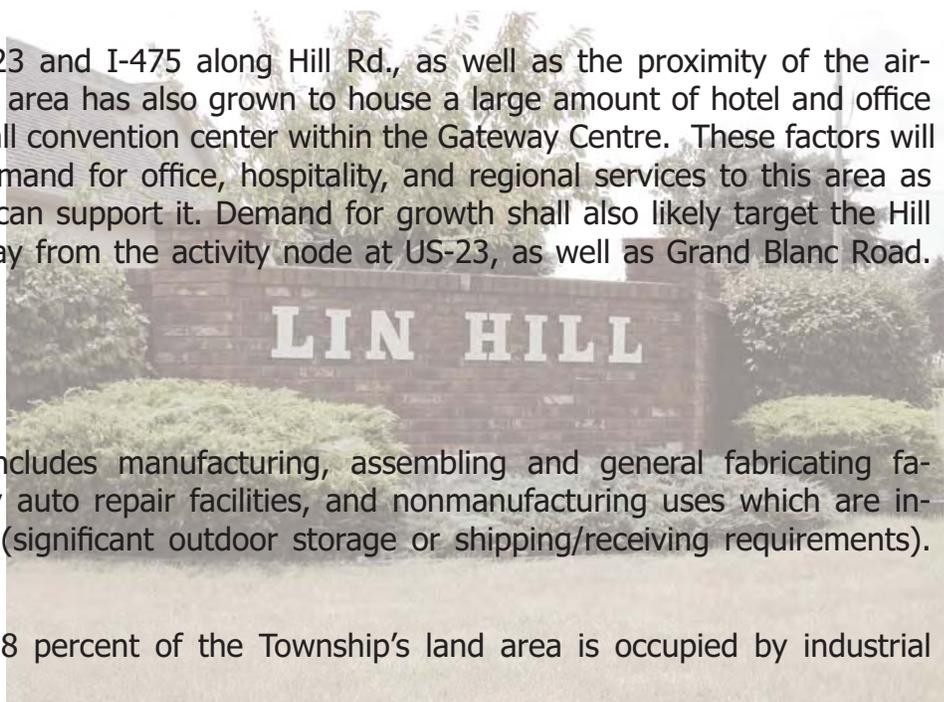
At the present time, most of the commercial development is built along the corridors. Some residential uses are still present on these corridors, and the commercial developments do not integrate well with the adjacent neighborhoods and uses. The Fenton Road corridor is experiencing some aging of the structures and neighborhoods, while the Hill Road corridor is undergoing a phase of high demand growth by big-box commercial and neighborhood commercial alike.

Given the location of US-23 and I-475 along Hill Rd., as well as the proximity of the airport to the northwest, this area has also grown to house a large amount of hotel and office space. There is also a small convention center within the Gateway Centre. These factors will likely continue to drive demand for office, hospitality, and regional services to this area as long as the infrastructure can support it. Demand for growth shall also likely target the Hill Road corridor in areas away from the activity node at US-23, as well as Grand Blanc Road.

**Industrial**

The industrial category includes manufacturing, assembling and general fabricating facilities, warehouses, heavy auto repair facilities, and nonmanufacturing uses which are industrial in their character (significant outdoor storage or shipping/receiving requirements).

About 169.64 acres, or 0.8 percent of the Township's land area is occupied by industrial



uses. Most of the industrial uses are located in the vicinity of I-75 and US-23, along Hill Road. Major projects in this area include a Pepsi-Cola distribution warehouse, Peninsular Steele Company, Advanced Engineering, Inc., Skaff Carpet and Furniture Warehouse, Nabisco, Premier Packaging Inc., Gannett Outdoors, and Browning-Ferris Industries, among others.

These uses require access to regional labor markets via the high-capacity transportation infrastructure. While manufacturing demand is still down, some of these uses continue to expand in this area due to the ability to access the greater Detroit, Flint, and Ann Arbor labor, supply, and patron markets.

## **Landfill**

A separate category has been created to acknowledge the landfill use in Mundy Township. Presently, the landfills, which are located on the east side of US-23 between Grand Blanc and Cook Roads, occupy about 200 acres, or 0.9 percent of the total Township area.

This large land mass offers both constraints and opportunities for future development. The Grand Blanc Landfill, originally established in Mundy Township in 1956, is now closed. The Township was deeded seventy-five (75) acres of this land, and has the option to use it for recreational purposes once the land clears regulatory provisions. This shall take many decades.

The Township should continue to consider its reuse, including its potential as a recreation site, and the future reuse of the Citizens Disposal parcels. Though the timeline for reuse of these sites are also decades away, the land fill will close at some point and become an area amenity. This will likely occur in the form of a passive recreation site offering interesting topography and natural features.

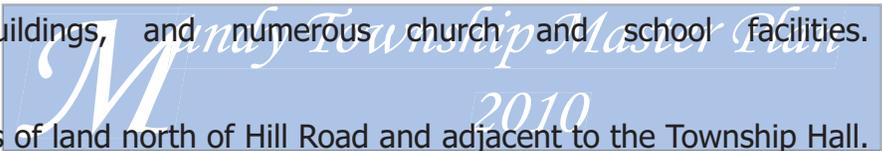
## **Public/Semi-Public**

The public/semi-public land use category includes publicly owned land for cultural, public assembly, and recreational purposes, religious institutions, educational uses (including all types of public institutions where education is a primary use), and governmental administration and service buildings.

Privately owned lands that are best characterized as educational or religious or open land which is used for recreation purposes and open to the public are considered semi-public uses and, thus, included in this category. Churches are examples of semi-public uses.

Roughly, 889.5 acres, or 4.0 percent of the community is developed for public/semi-public uses. Included in this category are the Genesee Area Skill Center, Genesee County Intermediate School District Center for Autism, the Genesee County Association for Retarded Citizens, the Elmer Knopf Learning Center,

the Township municipal buildings, and numerous church and school facilities.



The Township owns large tracts of land north of Hill Road and adjacent to the Township Hall. While the use of the land by the Civic complex appears to be headed towards use as a community park, the land on Hill Road is available for nearly any endeavor, public or private.

### **Agriculture Improved**

Much of Mundy Township is still in use as farmstead property. These parcels are typically under the control of a family farm that houses agricultural facilities onsite and farms the parcel. Often the adjacent 'vacant' parcels are farmed as well but have been split from the parent parcel under the Land Division Act for the purpose of allowing further splits of residential land in the future. In total, this use accounts for about 4072.0 acres, or 18.1 percent of the Township's land area.

These lands provide direct employment to the farmsteads that operate them and they also generate revenue from the products they grow. These lands provide an important function on the scale between residential land uses and agricultural uses because of the centralization of the farming operation onsite, as well as some historical features present in the rural setting of many such farms.

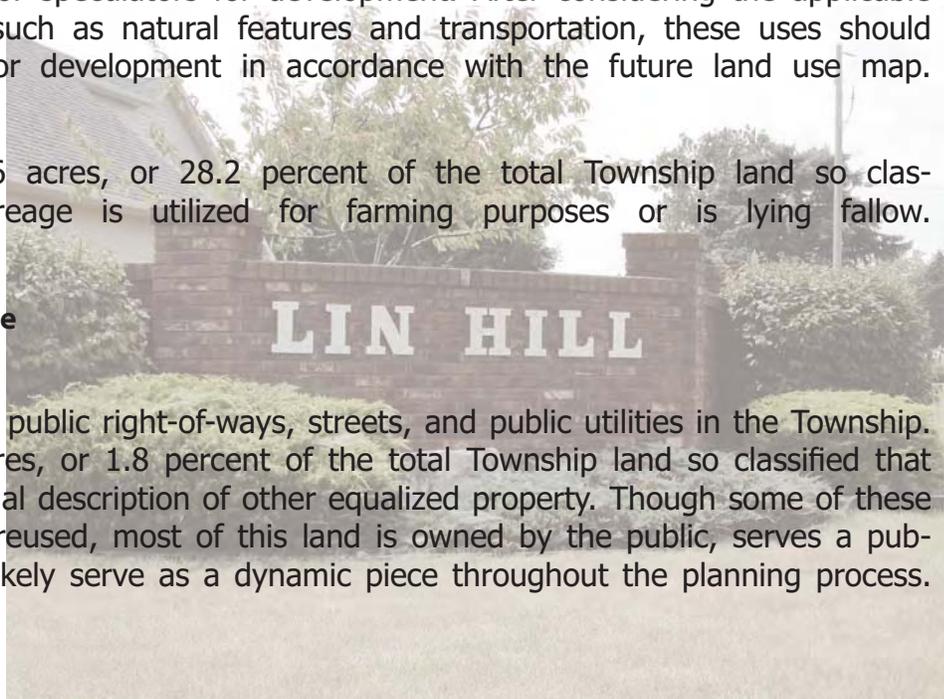
### **Vacant/Agriculture**

This category includes all areas used for agricultural purposes, such as cropland, lands lying fallow, and pastures. Also included are woodlands, and vacant land for which no specific use is evident. These lands have no occupants or permanent structures and are often set aside by farmers or speculators for development. After considering the applicable factors within this plan, such as natural features and transportation, these uses should be under consideration for development in accordance with the future land use map.

There are some 6,334.96 acres, or 28.2 percent of the total Township land so classified. Most of this acreage is utilized for farming purposes or is lying fallow.

### **Utilities and Infrastructure**

This category includes the public right-of-ways, streets, and public utilities in the Township. There are some 409.8 acres, or 1.8 percent of the total Township land so classified that does not fall under the legal description of other equalized property. Though some of these lands may be able to be reused, most of this land is owned by the public, serves a public purpose, and will not likely serve as a dynamic piece throughout the planning process.





## 6.3 SUMMARY

The land uses in Mundy Township are well balanced and serve the needs of the local population well. The Township also has a significant portion of land dedicated to the larger regional market, such as the land fill, the Hill Rd. corridor, and the industrial park near US-23. With the transportation, utilities, existing populations, and activity centers located along the Township primary roads in the north and eastern portions of the Township, these areas are ideal for expansion of regional service and labor activities. The areas on the fringe of the developed portions of the Township are well suited to urban residential with an appropriate mixture of local service and employment activities.



# Mundy Township Existing Land Use May 2010

- ## Land Uses
- Vacant/Agricultural
  - Agricultural Improved
  - One Family Residential
  - Multiple Family Residential
  - Mobile Home Park
  - Commercial / Office
  - Industrial
  - Landfill
  - Public / Semi-Public

Source: Genesee County GIS & Equalization Departments



May 4, 2010





# CHAPTER SEVEN: PLANNING GOALS, OBJECTIVES, & POLICIES

7.0 INTRODUCTION

7.1 PLANNING GOALS

7.2 RESIDENTIAL DEVELOPMENT

7.3 COMMERCIAL DEVELOPMENT

7.4 INDUSTRIAL DEVELOPMENT

7.5 PUBLIC AND SEMI-PUBLIC LANDS

7.6 NATURAL ENVIRONMENT

7.7 SUMMARY

## 7.0 INTRODUCTION

# Mundy Township Master Plan 2010

Before a community can actively plan for its future growth and development, it must first set specific goals and objectives that define the boundaries of its needs and aspirations and, thus, establish a basis for Future Land Use Plan formulation. These goals and objectives must reflect the type of community desired and the kind the lifestyle its citizens wish to follow, given realistic economic and social constraints.

The following describes the goals (the ultimate purposes or intent of the plan), objectives (means of attaining community goals), and policy statements (specific statements which guide action) which are intended to guide local decision-makers in reviewing future land use proposals.

## 7.1 PLANNING GOALS

The Township adopts the following general community goals to guide future land development activities:

- Create an optimum living environment for the present and future residents of the Township, that will solve their physical needs, avoid nuisance effect such as noise and water pollution, and which will offer variety, choice, opportunity for change, and individual growth.
- Ensure the diversity, stability and balance of land uses to serve human needs; residential areas; natural and recreational areas; schools and cultural activities; adequate public services; access to shopping; health services and places of employment.
- Relate land use primarily to the natural characteristics of the land and the long-term needs of the community, rather than to short-term, private economic gain.
- Focus planning and development efforts on a neighborhood level instead of a development project, corridor, and site plan level.
- Utilize Bishop Airport, transportation connections, natural features, and sustainable land development practices to allow controlled growth in select areas of the Township.
- Balance the rights of the individual property owner with the needs of the public interest.
- Ensure transportation corridors provide for adequate individual and freight transit while still providing attractive and safe corridors for existing and future uses.
- Promote active and passive recreation in the Township.
- Ensure development does not fiscally hinder the Township's ability to provide services.
- Encourage densities and a mixture of uses that is conducive to creating desirable and efficient neighborhoods instead of large scale, single-use developments.
- Encourage development within or adjacent to existing urbanized areas and limit 'spot zones' and development 'islands' within the Township.
- Focus development for retail and employment along primary corridors such as Hill Road and promote neighborhood development behind such uses in an orderly fashion.
- Consider Tax Increment Financing to achieve area-specific goals. Such statutory allow-

ances exist for Downtown Development Authorities in areas such as Rankin or Corridor Improvement Authorities for a corridor like Hill Road.

Achievement of these goals can be accomplished if the community adopts and adheres to the following objectives and policies with respect to residential development; commercial development; industrial development; public and semi-public lands; and, the natural environment.

## 7.2 RESIDENTIAL DEVELOPMENT

Objective: Promote the development of planned residential areas and mixed use areas designed to offer a variety of identifiable living environments.

### Policies:

1. Encourage and guide the development of housing at higher densities which preserve natural features and maximize manmade amenities such as utility infrastructure.
2. Encourage innovative development techniques, such as mixed use development, as a means of ensuring lasting identity and stability of neighborhoods.
3. Require that suitable and adequate transition areas or buffers be established between distinct residential, commercial, and industrial areas to maintain property values and physical attractiveness.
4. Encourage the removal of nonconforming or undesirable land uses from residential areas.
5. Remove all housing which falls below minimum standards, partly by clearance and redevelopment action and comprehensive code enforcement, and partly by encouraging home improvements and private and public investment in rehabilitation programs.
6. Promote preservation and concentrated code enforcement to maintain residential areas.



7. Encourage residential developers to place design controls and review procedures on their building or development projects.
8. Utilize design standards and review procedures for all new residential uses.
9. Discourage large-lot strip residential development and recognize the desirability of controlled access to the primary road system and utilize alleyways or service drives along corridors.
10. Seek means of including the development of suitable housing for the elderly population and for low and moderate-income households.
11. Recognize the importance of providing congregate housing (homes for the aged), large family adult foster care facilities, or convalescent centers to house the disadvantaged segments of the community.
12. Consider alleyways or service drives for projects abutting major corridors so that housing will still have a presence along such corridors without providing individual access.
13. Allow residential uses to be mixed into multi-use projects or buildings in areas such as Rankin.
14. Limit new housing projects in areas that are not served by public water, sewer, and adequate transportation.

### 7.3 COMMERCIAL DEVELOPMENT

**Objectives:** To provide for a full range of commercial facilities which are adequate to serve the resident population within the Mundy Township market area, and which support regional needs. To further encourage development that may economically stimulate the Hill Road corridor by attracting retail, office, convention, hotel, entertainment, and other needs that serve a broader market.

**Policies:**

1. Recognize the Township as a business center serving both the local consumer population and regional market.

2. Encourage the concentration of new commercial uses and the expansion of existing establishments in proximity to the Township's primary business district, along the Hill Road corridor.
3. Encourage the development of planned commercial and/or office centers in close proximity to major street intersections, thus providing the opportunity to offer a variety of goods and services most conveniently, rather than fostering the development of strip commercial development.
4. Strip commercial thoroughfare frontage developments should be discouraged except where it can be substantiated that there is a need for highway-oriented type businesses and other business uses that are not typically involved in comparison or multi-purpose shopping trips.
5. Encourage the use of marginal access drives and limit the number of entrances and exits serving commercial uses as a means of reducing traffic conflicts along major business corridors.
6. A compatible relationship should be established between commercial centers and adjacent residential properties through the use of such buffer devices as walls, landscape areas, transitional uses, or other suitable integration.
7. Require extensive landscaping in commercial development, especially along public rights-of-way as a means of improving the visual quality of Mundy Township.
8. Ensure commercial development has a positive, functional, and aesthetic relationship to the abutting corridor and the neighborhood for which such development is included.
9. Require sidewalks or other pedestrian and bicycle amenities for commercial development. Connect such development into the urban fabric through such amenities.
10. Acknowledge that job growth in adjacent communities, such as the Genesys Regional Medical Center, will increase pressure to expand medical and other office activity to the southeast corner of the Township, along Baldwin Road.

## 7.4 INDUSTRIAL DEVELOPMENT

Objective: Encourage a variety of industrial developments with attractive sites which will strengthen the tax base and provide a place of employment for area residents.

**Policies:**

1. Encourage the development of new types of industries and those that are economically associated with the existing industrial base.
2. Provide industry at locations which can be readily serviced by public utilities and are easily accessible to the existing transportation network.
3. Locate industrial areas where they have reasonable boundaries and are not subject to encroachment by incompatible land uses.
4. Preserve and rehabilitate appropriate industrial areas by removing incompatible uses, consolidating land, and removing vacant and substandard buildings, as well as giving particular attention to landscaping, buffer strips, off-street parking, and other design matters.
5. Incorporate and utilize the concept of industrial park developments or planned industrial districts with well designed points of entrance and exit, controlled site and building design, and adequate parking areas.
6. Incorporate a series of comprehensive performance standards governing industrial uses as part of the Township's land development code.
7. Participate in regional economic development programs aimed at reducing under-employment and unemployment in the regional labor market, such as the Comprehensive Economic Development Strategy.
8. Accommodate and encourage global industries that can make use of the Ann Arbor, Flint, Lansing, & Detroit labor markets in conjunction with the airport and transportation connections.
9. Prepare and encourage a plan to promote industrial and research development for the southeast corner of the Township in the event that a US-23 to I-475 connector comes online.

## 7.5 PUBLIC/SEMI-PUBLIC LANDS

Objective: Provide for public and semi-public use areas offering a variety of opportunities for human fulfillment in locations appropriate for their development and utilization.

## Policies:

1. Provide public facilities and encourage private community facilities in size, character, function, and location suitable to their user populations and planned neighborhoods.
2. Encourage citizen participation and utilize professional expertise to determine needed and desired public and semi-public improvements.
3. Research alternative methods and manners of providing public and semi-public services and choose those most conducive to citizen needs and desires, considering sound budgetary practices.
4. For Township provided facilities, plan, locate, and provide public areas based on a long-range general plan, short-range project plans, and capital improvements programming.
5. Assist and guide semi-public and citizen groups in their efforts to provide needed community facilities.
6. Maximize the utilization of public buildings for multi-functional services.
7. Concentrate efforts on creating public park space and trailways near the Township Offices.
8. Work with schools and other institutions that may expand, relocate, or construct to better integrate such uses with the respective neighborhoods.



## 7.6 NATURAL ENVIRONMENT

Objective: To maintain and preserve sufficient natural areas to satisfy the needs of the Township residents and to conserve existing agricultural lands.

**Policies:**

1. Implement land use patterns which will ensure sufficient open space to serve the needs of the future population and which will protect essential natural resources.
2. Encourage patterns of development which will maximize environmental protection and compatibility while striving to meet the Township's social and economic needs, by recognizing the fact that natural resources are a vital community benefit.
3. Evaluate all future development and redevelopment in terms of protecting and enhancing the natural environment including, but not limited to, air and water quality.
4. Acknowledge that higher densities and the mixing of uses shall reduce the amount of natural and arable land removed from the Township and shall further reduce traffic miles travelled in the Township.

## 7.7 SUMMARY

The proposals enumerated above for the Township are guidelines for the future development of the Township. If the planning program is to be more than a confusion of varied opinions, then it is essential that these goals and objectives be seriously considered. They will help maintain an orderly, prosperous, and attractive development pattern in the Township. These statements are suggested as a starting point for the local officials. As the planning process progresses, the goals, objectives, and policies may be altered and new ones formed. Thus, these recommendations are flexible and need constant attention. It is recommended that the goals, objectives, and policies be reviewed and updated as necessary.

# CHAPTER EIGHT: CRITICAL ISSUES & AREAS

8.0 INTRODUCTION

8.1 HILL ROAD

8.2 GRAND BLANC & US-23

8.3 RANKIN

8.4 BISHOP AIRPORT ENVIRONS

8.5 FENTON ROAD

8.6 THE HOUSING MARKET

8.7 AGING INFRASTRUCTURE

8.8 TRANSPORTATION

8.9 CONTROLLED GROWTH

8.10 SUMMARY

## 8.0 INTRODUCTION

Critical issues and areas of Mundy Township are not only worth a second look in the Master Plan, it is essential that these topics get covered with more depth to ensure the implementation of broader goals under special circumstances.

Critical areas, by their nature are unique in their circumstance. These areas might have unique features, such as the landfill, or they might be under a separate set of growth standards, such as the Rankin area. Either way, when and if change is to occur for such areas, it is imperative that guidelines based upon their unique circumstances are present. These areas are illustrated on the Critical Areas Map.

Critical issues are issues that may be temporary, dynamic, or profound in nature. These issues can drastically alter the circumstances under which a plan was developed. An example is the housing market crash or the I-475 connector.

## 8.1 HILL ROAD

**Circumstances:** The Hill Road corridor is the most active corridor in the Township. This corridor links US-23 to I-475. It is also a heavily travelled corridor that includes a vast amount of hotel, retail, office, and even industrial space. This corridor is constantly in transition.

### **Challenges:**

1. This corridor is under constant development pressure. Such pressure is difficult to accommodate with a single zoning classification.
2. Many residential uses and agricultural uses still exist along the corridor. These uses often have very small setbacks from the corridor and are incompatible to new development.
3. Hill Road is heavily travelled and does not accommodate other forms of transportation or interaction well with the pedestrian, bicyclist, or the developments along the corridor.
4. Market demand for office and retail is down.
5. Residential development along the corridor has been separated and disintegrated from the street.

### **Solutions:**

1. Break the corridor down into blocks or sections and zone accordingly to the desired future outcome.

2. Ensure development occurs in focused areas by zoning only sections of the corridor for their future land use at a given time, holding outlying areas in reserve until the corridor begins to develop out.
3. Work with the road commission to develop a multi-modal corridor plan that will accommodate all future travel along the corridor, including the bridges, traffic calming, and streetscaping.
4. Implement a corridor improvement authority to assist with public improvements along the corridor.
5. Control all access by separating development ingress and egress points by 300 to 500 feet.
6. Utilize alleyways and/or service drives to allow and promote residential and business development as an integrated feature of the corridor while enhancing access and safety.
7. Consider mixed use zoning, higher densities, reduced parking requirements, and reduced setbacks along the corridor to promote more traditional neighborhood scale development.
8. Utilize and integrate residential projects for infill behind the corridor frontage.
9. Consider setting aside land for a regional convention center and office park addition.

## 8.2 GRAND BLANC & US-23

Circumstances: This location links US-23 to I-75 along Grand Blanc Rd., and is a primary east-west connector between commuters in Grand Blanc and Mundy Township. This location has much vacant land, many existing retail and services uses, as well as the Citizens Landfill.

### Challenges:

1. This area has not been conceptualized for long term use that will satisfy market demand, while maximizing use value and future amenities.
2. This area will likely experience strong growth pressures in the future.
3. Rankin, an area targeted for specialty retail, service, and residential development is about one mile to the west of this interchange.
4. The landfill has negatively impacted the area for the time being but has the potential for long-time viability as a passive recreational site.

### Solutions:

1. Place areas adjacent to or otherwise impacted by the landfill into a long-term future land use holding category so that their highest and best use can be realized.

2. Set boundaries for non-residential development along the corridor at Torrey Road to the west (east side development only) and to the existing driving range to the east.
3. Limit commercial development to small-scale or highway service operations only.
4. Consider implementation of a corridor improvement authority to assist with public improvements and/or property rehabilitation along the corridor.
5. Control all access by separating development ingress and egress points by 300 to 500 feet.
6. Utilize alleyways and/or service drives to allow and promote residential and business development as an integrated feature of the corridor while enhancing access and safety.
7. Plan for future non-motorized trails to this location to integrate with the potential passive recreational site by 2030.

### 8.3 RANKIN

Circumstances: Rankin is the civic, recreational, and historic center of Mundy Township. Though there is not an established neighborhood in this area at this time, its location and land options are conducive to future, traditional development.

**Challenges:**

1. This area is underdeveloped.
2. Rankin has many buildings with extremely small setbacks.
3. No pedestrian amenities or streetscape is available for Rankin.
4. Though Rankin has some industrial and public employers in the vicinity, many developments do not conform to traditional expectations or integrate well with the surrounding businesses and dwellings.
5. Public water and sewer utilities are not currently available.

**Solutions:**

1. Form a Downtown Development Authority with a Tax Increment Financing Plan.
2. Use this plan to create an identifiable district with entryway signage, streetscape amenities, and sidewalks.
3. Direct retail and office developments from the interchange to this location.
4. Develop a zoning district to encourage traditional, mixed use, lot-line development along the corridor that limits certain uses (such as mini-storage, drive thrus, and parking).
5. Create design standards for traditional multi-story buildings.

Critical Areas

6. Utilize alleyways and/or service drives to allow and promote residential and business development as an integrated feature of the corridor while enhancing access and safety.
7. Encourage dense residential development behind the business fronts along the Grand Blanc Road corridor.
8. Consider restriping the four lane section of road to allow for on-street parking.
9. Utilize and connect the civic campus and future park so this area may be centralized for activities such as a farmers market, civic events, festivals, etc.

## 8.4 BISHOP AIRPORT ENVIRONS

Circumstances: The airport negatively impacts properties in the immediate vicinity due to air travel noise; however, air travel is a paramount global catalyst for economic development.

### Challenges:

1. The airport area is covered by multiple jurisdictions including Flint City, Flint Township, and Mundy Township.
2. The noise and height overlay districts created by the Bishop Airport Authority limit specific types of development.
3. The Hill Road Corridor is directly affected by the airport land ownership and air travel impact.
4. Forecasting demand for intermodal and industrial facilities in a global economy is difficult.

### Solutions:

1. Ensure future land use accommodates the overlay districts provided for the airport.
2. Consider industrial tax incentives or financing plans for a nearby industrial park to serve the airport.
3. Coordinate with the Genesee County Road Commission, utility providers, and other sources to identify assets and opportunities for economic development related to the airport.
4. Consider redevelopment of some of the older housing or mobile home parks along Torrey Road for air related industrial development.

## 8.5 FENTON ROAD

Circumstances: The Fenton Road Corridor is an older corridor that Mundy Township shares with Grand Blanc Township. This corridor is a major north-south link in the county with many older business, homes, and obsolete uses.

### Challenges:

1. Fenton Road Corridor is not entirely within the jurisdiction of Mundy Township.
2. The corridor struggles to have a positive identity because of the sporadic nature of commercial development intermixed with residential uses.
3. Some neighborhoods adjacent to the corridor are showing their age.
4. The corridor lacks the regional connects that Hill Road has to drive redevelopment.

### Solutions:

1. Break the corridor down into blocks or sections and zone accordingly to the desired future outcome. The corridor should be devoted to residential uses except for the sections between Grand Bland Rd. and I-75, as well as between Hill and Maple Roads.
2. Redevelop older commercial properties to conform to a standard setback that integrates with the properties behind the parcel, as well as those adjacent.
3. Work with the road commission to develop a multi-modal corridor plan that will accommodate all future travel along the corridor, including the traffic calming and sidewalks.
4. Control all access by separating development ingress and egress points by 300 to 500 feet.
5. Utilize alleyways and/or service drives to allow and promote residential and business development as an integrated feature of the corridor while enhancing access and safety.
6. Consider reduced parking requirements and reduced setbacks along the corridor to promote smaller scale, neighborhood development.
7. Utilize and integrate residential projects for infill behind the corridor frontage.
8. Work closely with Grand Blanc Township to ensure continuity of the corridor.
9. Consider a corridor improvement authority if demand development increases.

## 8.6 THE HOUSING MARKET

Circumstances: The local and national housing market has retracted tre-

mendously in volume and value in the past few years. This trend continues.

**Challenges:**

1. Housing values have fallen, leading to vacancies, blighting structures, and lower taxes.
2. Housing developments have stalled, resulting in overgrown sites, poor maintenance, and code enforcement issues.
3. Redevelopment potential for existing structures has diminished markedly.

**Solutions:**

1. Develop a rapport with developers of large projects to discuss and solve maintenance issues and code enforcement issues. Consider legislation to address open issues.
2. Create internal procedures to address foreclosures and blighted structures without creating a burdensome or expensive process for lenders, owners, or potential owners.
3. Convey expectation for maintenance to developers with existing projects and condominium associations.
4. Limit investments in new infrastructure until the market can support its utilization.
5. Scale Township services to the short term demand.

## 8.7 AGING INFRASTRUCTURE

Circumstances: With the housing stock and infrastructure in the Township being relatively new (40 years or less for developments), improvements to streets, utilities, and landscaping have not required attention until the past few years.

**Challenges:**

1. Genesee County has a poor history for investing in older housing stock and structures in favor of relocating and/or building new housing or commercial structures.
2. Resources for investment in aging streets, utilities, forestry, and rehabilitation are limited for Townships.
3. Aging infrastructure reduces the use value and exchange value of neighborhoods and businesses.

**Solutions:**

1. Develop a capital improvement plan for aging local streets.
2. Consider a forestry program for subdivision rights-of-way and boulevards.
3. Develop and enforce a sidewalk construction and maintenance program.
4. Educate residents on funding options to repair their streets.
5. Consider Tax Increment Financing districts where appropriate (such as the Neighborhood Improvement District).
6. Consider a levy increase to account for the new burden of maintaining such infrastructure in a sustainable manner.

## 8.8 TRANSPORTATION

Circumstances: Corridors in Genesee County have historically only served the automobile with point-to-point traffic. Progressive communities must offer transportation corridors that serve the properties along them, the neighborhoods behind them, and the multi-modal users that travel them. In short, transportation must tie the fabric of the adjacent neighborhoods together instead of providing a separate medium to pass through and divide them.

**Challenges:**

1. Major corridors in Mundy Township do not provide for transit or recreation for bicyclists, pedestrians, or other users. Housing along corridors is specifically designed to ignore the corridor.
2. Connections between adjacent uses are often poor due to a lack of service drives or other connections.
3. Local streets do not provide enough sidewalk connections.
4. Corridors in the Township do not provide a sense of place through streetscaping, landscaping, or traffic calming.

**Solutions:**

1. Require sidewalks on local streets and/or off-street paths on major streets.
2. Work with the Genesee County Road Commission to develop standards for multi-modal roads, off-street paths, traffic calming devices, and acceptable streetscape amenities (complete streets).
3. Develop and enforce a sidewalk construction and maintenance program.
4. Integrate new site plans with their respective corridor to create walkable, 'human scale' developments.

## 8.9 CONTROLLED GROWTH

Circumstances: Every day, the amount of arable land on Earth decreases and the number of people increase. Resources for energy, transportation, food, and lifestyle are limited, and the current suburban lifestyle may not be as sustainable as was once thought. Furthermore, people are much more mobile and can choose where they want to live, resulting in a desire for areas with natural surroundings while ironically promoting growth utilizing those same natural features.

### Challenges:

1. Farming is still a viable industry that employs and supports many people in Mundy Township. This industry will continue to grow in importance while becoming more advanced.
2. People desire to live in pristine, beautiful, low-density environments.
3. Development to accommodate people often destroys pristine, beautiful, low-density environments.
4. Accommodating growth in outlying areas is expensive for governments due to the service demand in relation to the tax base provided.
5. Allowing low density growth, or development 'islands' away from areas slated for development reduces arable land, puts pressure on roads and other public services, and eventually leaves the land in a limbo state where it is neither natural or urban.
6. The Land Division Act supersedes the ability of a Township to control lot splits on agricultural land.
7. Low densities for residential or commercial development result in more land lost for developments in the long run.

### Solutions:

1. Reduce the lot size of rural estates so that lot splits have less of an impact. This will also allow such development to more easily conform to more dense development if/when the Township continues to urbanize.
2. Using the Future Land Use Map, zone properties for their future use only in areas and amounts the market will bear, and in areas within or adjacent to develop zones. This will reduce spot developments and 'island developments' that often confuse the character of a corridor or neighborhood in transition.
3. Encourage the mixture of uses and densities. This will allow the development that the market desires in a way that reduces the ecological footprint, lessens vehicle miles travelled, and preserves more vacant land for farming or passive recreation.
4. Continuously update the Zoning Ordinance and design regulations to reflect sustainable, best-practice land use policies for 'smart growth.'

## 8.10 SUMMARY

The above issues and areas should be treated as sub-areas within the Master Plan and regulated accordingly should circumstances specific to said areas or issues change. As such, though the Future Land Use Map that follows illustrates a guide for potential development of these areas, it is prudent to consider the identified solutions as further guidelines to regulating and encouraging the scope, scale, and type of development that will occur. Therefore, when and if unforeseen events occur, the overarching goals and objectives of the Master Plan and the solutions provided herein can guide the Planning Commission to accommodating change in a positive way.

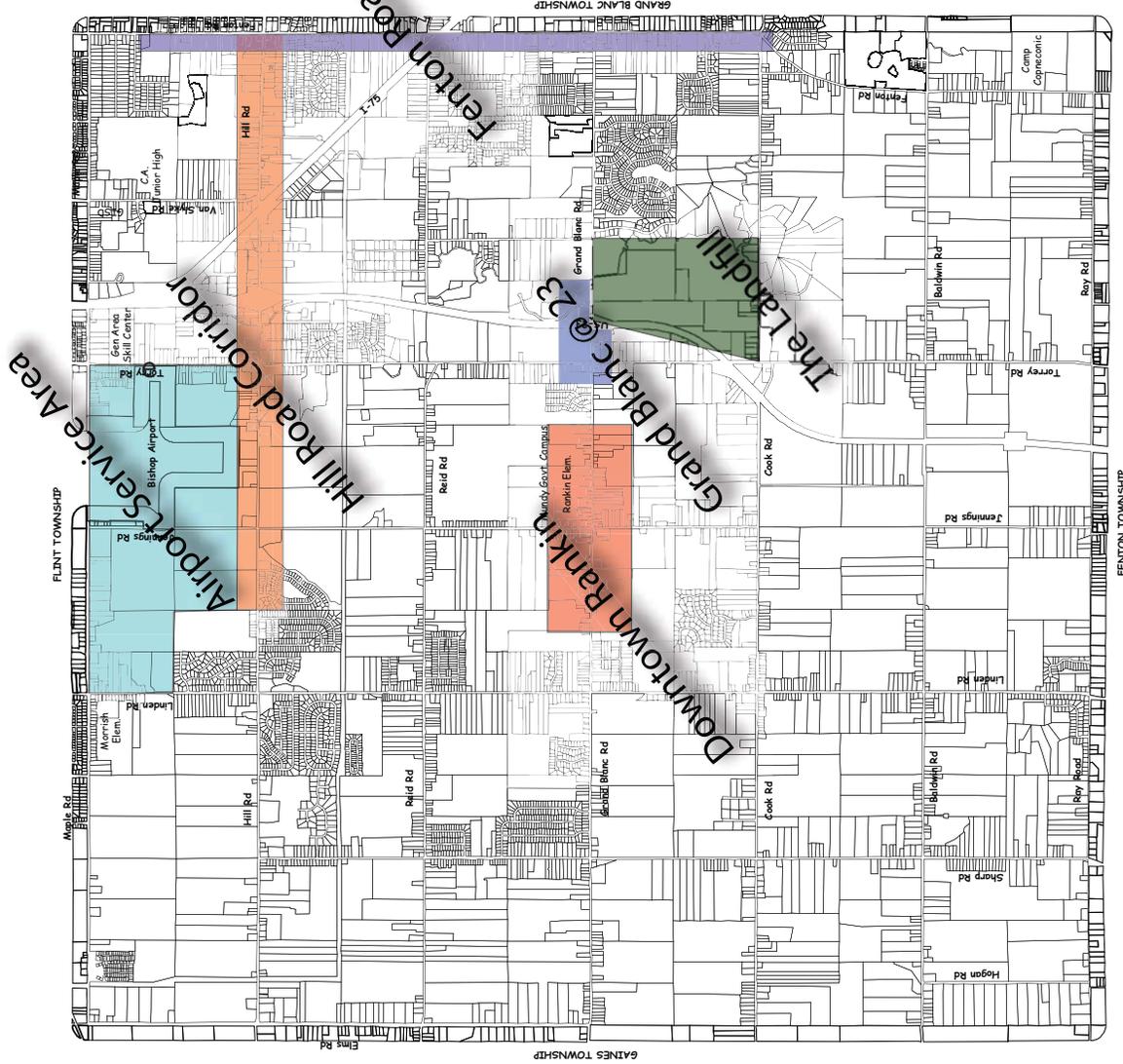


# Mundy Township Critical Areas May 2010

- Critical Issues**
- ▶ Aging Infrastructure
  - ▶ Stalled Housing Developments
  - ▶ Neighborhood Development
  - ▶ Vehicles and Pedestrians
  - ▶ Utility Service
  - ▶ Farmland Preservation



May 4, 2010





# CHAPTER NINE: FUTURE LAND USE

9.0 INTRODUCTION

9.1 PLAN RECOMMENDATIONS

9.2 RESIDENTIAL/AGRICULTURAL

9.3 ONE-FAMILY RESIDENTIAL

9.4 MULTIPLE-FAMILY RESIDENTIAL

9.5 MOBILE HOME PARK

9.6 COMMERCIAL/OFFICE

9.7 AIRPORT SERVICE

9.8 RESEARCH PARK

9.9 INDUSTRIAL

9.10 LANDFILL

9.11 PUBLIC/SEMI-PUBLIC

9.12 SUBAREA DESIGN PLANS

## 9.0 INTRODUCTION

# Mundy Township Master Plan 2010

The Future Land Use Plan provides a comprehensive overview of the community's desired future development pattern and is intended to serve as a guide for the Township's future development.

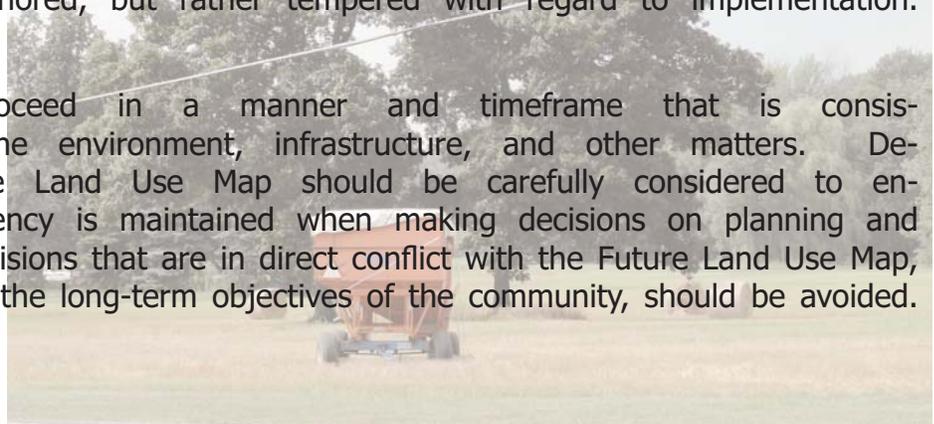
To provide a consistent, long-term foundation for decision making, the Future Land Use Plan is comprehensive in its consideration of the relationships between land uses, economic factors, natural features in the area and Mundy Township's relationship to the surrounding communities. The plan was created based on studies of existing development patterns, natural feature conditions, demographic trends, and the community's own goals and objectives, as outlined in the previous chapters.

The Mundy Township Master Plan includes a Future Land Use Map that will be used to help determine where land uses are to be developed. This chapter, including the Future Land Use Map, will be used as a guide in the decision-making process for future modifications to the Township's Zoning Ordinance, consideration of development proposals, rezoning requests, variance requests, and other planning and development concerns that may arise.

The land use recommendations, as presented on the Future Land Use Map, are not necessarily related to property lines. Specific site analysis should occur at the time a rezoning or site development request is made. Further, the Future Land Use Plan is a flexible document. The implementation of the Plan will reflect economic, social, and political trends which are occurring in the region, state and nation. Periodic review and revision of the plan is necessary for the plan to reflect current community development goals and needs.

The Future Land Use Plan is a representation of how the Township will appear when fully developed. It does not imply that all of the changes should occur at once. While the Future Land Use Map designates all parcels and lots with a specific land use category, the zoning does not have to be changed immediately. A key factor to consider is the timing of land use changes. Some uses that may be desired in twenty years may be inappropriate today. Likewise, this plan does not call for the immediate elimination of all non-conforming land uses. Those uses should be changed over time so as not to create a hardship for current property owners. This does not mean that the future land use direction must be ignored, but rather tempered with regard to implementation.

Development should proceed in a manner and timeframe that is consistent with policies on the environment, infrastructure, and other matters. Deviations from the Future Land Use Map should be carefully considered to ensure that general consistency is maintained when making decisions on planning and development matters. Decisions that are in direct conflict with the Future Land Use Map, or which could undermine the long-term objectives of the community, should be avoided.



## 9.1 PLAN RECOMMENDATIONS

The Future Land Use Plan was primarily driven by: the existing development pattern and land uses, the transportation network (inclusive of the airport), the anticipated limits of the public sewer and water systems, and the community's developmental and preservation goals.

The Future Land Use Plan was also prepared to reflect input received during the public participation process, discussions with government officials, and the consideration of accepted planning principles. This input and other factors affecting land use patterns are summarized below:

**Existing Land Use.** Extensive changes to the existing land use pattern are not proposed. A significant amount of the Township's land has been developed for residential purposes and, to a lesser extent, commercial uses. However, based on area, the predominant uses in the Township remain agricultural and rural residential and shall continue to be so. The locations of most existing commercial and industrial developments are appropriate and will continue to serve the Township's needs. The community land use patterns have evolved in a relatively orderly manner and will be built upon, with slight modification, rather than altered in a significant fashion. However, this plan reflects the community's desire to make more efficient use of its utilities and transportation infrastructure by concentrating commercial and industrial development to the eastern and northern areas of the Township, along primary corridors.

**Existing Zoning.** Existing zoning designations were a small factor considered in the Future Land Use Plan. There is no "vested interest" that guarantees zoning will not change, and zoning changes are suggested by this plan. However, such changes must be carefully considered to ensure the general development arrangement remains consistent and landowners will retain a reasonable use of their land.

This plan proposes that zoning classifications only be changed to conform to the Future Land Use Map when development is proposed or imminent and such development conforms to the other recommendations of this plan. Furthermore, such changes should be guided so that newly zoned properties are adjacent to like zoned properties that are developed. For example, new commercial developments along the Hill Road Corridor should be within or adjacent to developed commercial areas of the corridor instead of being 'spot zoned' in areas that are planned for future commercial but are still predominantly residential or rural. In the mean time, properties should be zoned for their current use unless it is the intent of the Township to make such uses non-conforming.

**Existing Master Plan.** The existing Master Plan was prepared and adopted by the Planning Commission in 1997 with additional work done thereafter. The 1997 draft and subsequent amendments were used as a guide for establishing many facts and considerations, but the plan has been significantly altered. The land use plan contained in the existing plan has been re-evaluated based on current trends, conditions, and desires.

**Infrastructure and Public Facilities/Services.** The density of residential uses and the

designation of land for industrial and commercial development are dependent on the availability and capacity of the community's infrastructure. Accessibility to and the capacity of the road network limits the type and intensity of uses that may be served in an area of the Township without adversely impacting traffic operations or altering the character of the community. The proximity to community facilities such as schools and recreational facilities determines the areas that are especially attractive for residential development, while the level of police and fire protection limits the range and quality of service provided to all land uses. As previously stated, these considerations direct dense residential, commercial, and industrial development to the primary transportation links in the northern and eastern areas of the Township.

**Land Use Patterns in the Region.** Land use patterns for the surrounding areas and the Genesee County region were considered to ensure that the new plan would be compatible with those patterns. In general Genesee County governments have promoted a low-density, subsidized style of development that makes redevelopment and higher densities a challenge for existing urban areas. This pattern also puts extreme developmental pressure on the rural areas that populations crave. As noted, these areas are often underserved by services and utilities.

Pressure is placed on Mundy Township to develop residential and service commercial uses near the access points to US-23 and I-75 which serve the entire region. Furthermore, new growth in Grand Blanc Township at Holly and Baldwin Roads shall likely create pressures to accommodate development from the easterly and southerly areas of the region.

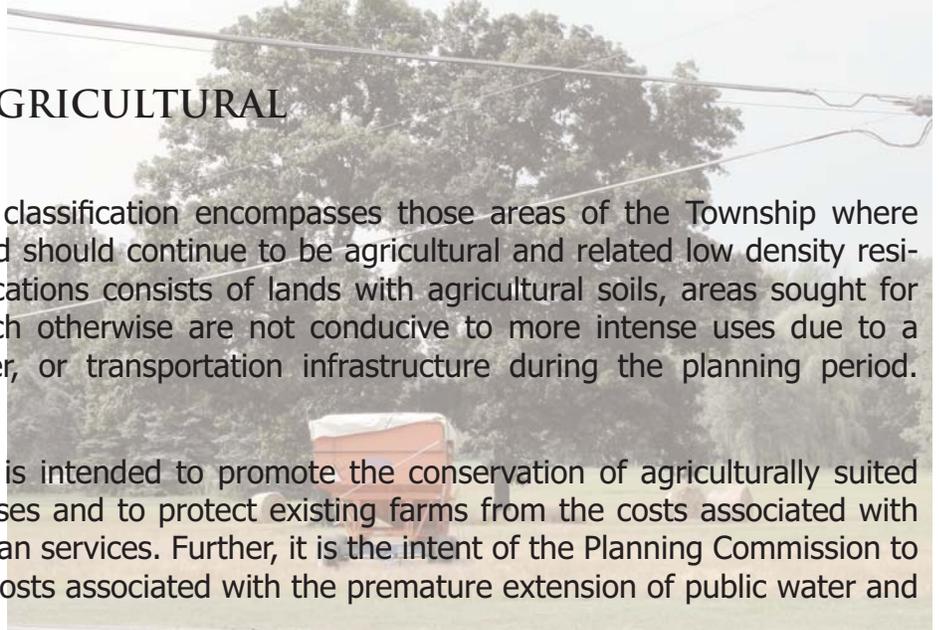
**Desires of the Township.** The land use pattern desired by Township officials and property owners has been an integral consideration in the development of the Future Land Use Plan. The public provided input during numerous open houses and public meetings.

**Land Use Categories.** The ten land use classifications proposed for Mundy Township are illustrated on the future land use map. These categories have historically been used by Mundy Township to geographically define the arrangement of land uses for the community. These categories are sufficient for this purpose as described in detail below.

## 9.2 RESIDENTIAL/AGRICULTURAL

The residential/agricultural classification encompasses those areas of the Township where the principal land use is and should continue to be agricultural and related low density residential uses. These classifications consists of lands with agricultural soils, areas sought for preservation, or areas which otherwise are not conducive to more intense uses due to a lack of public sewer, water, or transportation infrastructure during the planning period.

This land use classification is intended to promote the conservation of agriculturally suited lands for agricultural purposes and to protect existing farms from the costs associated with urban development and urban services. Further, it is the intent of the Planning Commission to protect residents from the costs associated with the premature extension of public water and





sewer services, while areas which have public utility service remain undeveloped. It will also protect the area from unnecessary and burdensome traffic growth. These areas should be protected from development to preserve the rural character and keep public service costs down.

Most development in this area will be non-platted lot splits (permitted by the Land Division Act). Recommended non-farm lot sizes will vary, but such splits should be encouraged or regulated to have more width instead of depth. This will reduce the amount of curb-cuts on the road system and allow for future development to make use of the acreage behind such splits. This classification corresponds to the RA and RSA zoning districts.

### 9.3 ONE-FAMILY RESIDENTIAL

The one-family residential classification is intended to provide area for low density residential development on relatively small lots of a more urban nature, with the following objectives:

1. To protect the character of existing low density residential uses by excluding activities and land uses which are not compatible such as, but not limited to, principal commercial and industrial uses;
2. To provide openness of the living space and to avoid over crowding by requiring that certain minimum yards and open spaces, and by restricting maximum land coverage and structural bulk;



3. To provide for access of light and air to windows, and for privacy, as far as reasonable, by controls over the spacing and height of buildings and other structures;
4. To protect residential areas from unnecessary traffic and to restrict the volume of traffic to the greatest degree possible; and
5. To encourage development within residential areas that is attractive, consistent with family needs, and conducive to constantly improved environmental quality.

The one-family residential classification is intended to provide areas for suburban-style, one-family residential development and other types of uses that provide services which will complement the principal use. Such uses include golf courses, athletic fields, churches, day-care facilities, and small scale elderly housing. Recommended lot sizes should range between 1-2 acres; however, lots of 20,000 square feet (~1/2 acre) would be acceptable in areas with both public water and sanitary sewer systems.

Single-family condominium development can also be anticipated within this district. A condominium is a building or group of buildings in which units are owned individually and the structure and common areas and facilities are owned by all the unit owners on a proportional, undivided basis. Such ownership has long been associated with multiple-family developments. It is popular for single-family development because the condominium approval process allows developers to circumvent the platting procedure of the Subdivision Control Act of 1967, as amended (PA 288 of 1967), thereby reducing the length of time required to have a development approved. In addition, local subdivision control ordinance engineering standards (such as pavement width or composition) can be relaxed because maintenance obligations are transferred from the local governing body to the condominium association.

This classification contains many of the Township's platted subdivisions. It also includes some lands presently under cultivation and zoned Residential Agricultural District. Given their proximity to utility services, freeways, and commercial uses, such properties are likely candidates for conversion to residential uses. This classification corresponds to the RM-1 zoning district.

## 9.4 MULTIPLE-FAMILY RESIDENTIAL

The multiple-family residential classification is intended to provide opportunities for affordable housing and alternatives to traditional subdivision development. Permitted uses within this district are garden apartments, townhouses, larger scale elderly housing, and convalescent or nursing homes. This type of development is encouraged to locate in areas well served by the existing transportation network and where the amenities of urban living may be best provided and enjoyed. However, the undue concentration of any one type of housing in a single area is to be discouraged.

Multiple-family developments may serve as a transitional land use, one which buffers one- and two-family units from commercial properties or the impacts associated with major transportation corridors and nodes. Multiple-family developments must be served adequately by essential public facilities and services such as water and sewer, storm drainage, and refuse disposal. Due to the higher density and trip generation potential of multiple-family developments, these uses should be sited so that ingress and egress is provided directly from a major thoroughfare or collector street.

The Township should consider this use as a potential use to integrate with other uses such as office and neighborhood commercial uses. The Township may also want to consider an overlay zoning classification for this use that would allow structures to be built using a more traditional and urban design, with smaller setbacks and increased pedestrian amenities. The recommended residential density is ten to fifteen units per acre, depending on the dwelling unit type. This classification corresponds to the RM-2 zoning district.

## 9.5 MOBILE HOME PARK

The mobile home park classification is intended to provide suitable locations for this type of high intensity residential land use. Generally, it is important for this type of use to have direct access to a major thoroughfare, be served by public sewer and water, and be in close proximity to public facilities (schools, parks) as well as be convenient to area shopping and employment opportunities.

Site design standards for new mobile home parks are governed by the Mobile Home Commission Act and the rules promulgated by the Commission. The plan provides for the expansion of the existing mobile home park in Section 3. The plan also recommends addi-

tional areas for mobile home development. One area is located in Section 3, north of the existing mobile home park. The other area encompasses the north one-half of Section 6. This area has direct access to Maple Road, a major road, and is within a mile of the Miller Road/I-69 interchange. The area is also located near other mobile home park developments located in Gaines Township and Flint Township, with large parcels available for assembly into a mobile home park. This classification corresponds to the M-3 district.

## 9.6 COMMERCIAL/OFFICE

The commercial/office classification is designed to accommodate retail and office uses which exist or are under construction along the major travel corridors and to encourage additional in-fill along these routes to take advantage of existing passer-by traffic.

The plan envisions varying types of commercial/office development: local, general, regional, and freeway service. The following describes the characteristics and intended location of each specific type of commercial/office use.

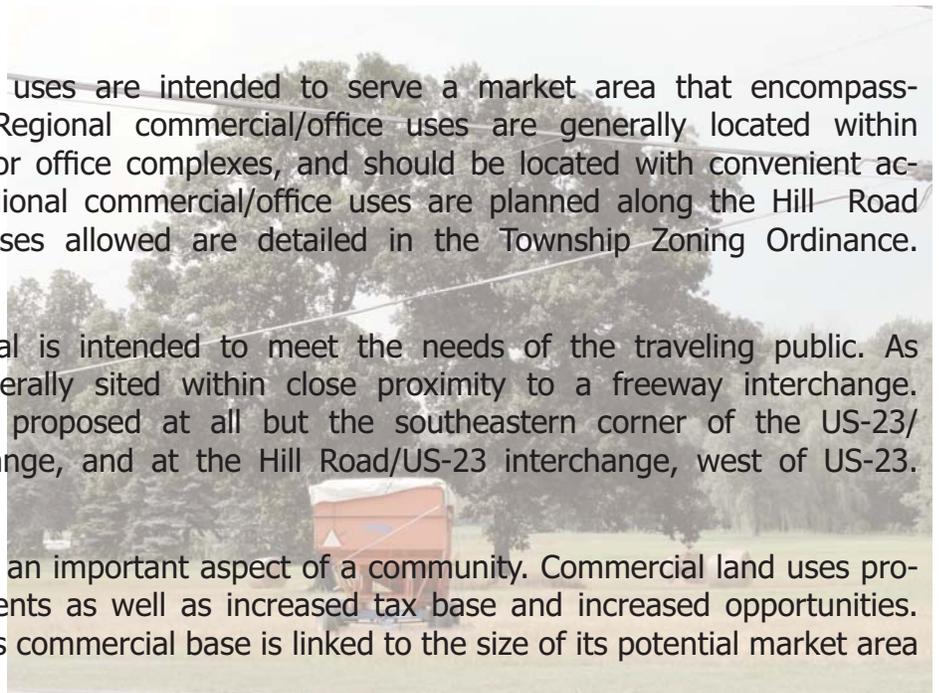
Local commercial/office development is intended to meet the retail sales and service needs of nearby residences and neighborhoods. Local commercial/office uses are planned for nodes at the following intersections: Hill and Linden Roads, Reid and Linden Roads, and Grand Blanc and Linden Road. The settlement of Rankin is also planned for local commercial/office uses.

General commercial/office development is intended to meet the larger needs of the community and may serve some residents who live outside the Township. Due to their nature, general commercial/office uses should be located with access to a major or minor thoroughfare. General commercial/office uses are proposed along the Fenton Road frontage in the vicinity of Hill and Grand Blanc Roads, and immediately west of U.S. 23, south of Hill Road.

Regional commercial/office uses are intended to serve a market area that encompasses several communities. Regional commercial/office uses are generally located within planned shopping centers or office complexes, and should be located with convenient access to the interstate. Regional commercial/office uses are planned along the Hill Road Corridor. The variety of uses allowed are detailed in the Township Zoning Ordinance.

Freeway service commercial is intended to meet the needs of the traveling public. As such, these uses are generally sited within close proximity to a freeway interchange. Freeway service uses are proposed at all but the southeastern corner of the US-23/Grand Blanc Road interchange, and at the Hill Road/US-23 interchange, west of US-23.

Commercial development is an important aspect of a community. Commercial land uses provide local services to residents as well as increased tax base and increased opportunities. The extent of a community's commercial base is linked to the size of its potential market area



and the regional location of the community itself. Neighborhood commercial uses serve a relatively small, local market, and depend almost exclusively upon the population residing within the community. Community commercial uses, such as planned shopping centers, demand a much larger market which may extend well beyond the municipality's borders.



In general, commercial and office use should be encouraged, whenever possible, to share curb cuts and signs along major and minor thoroughfares. In addition, landscaping, fencing, and walls installed for screening purposes should be carefully considered when commercial/office uses abut residential uses. Shared access, signage, and adequate buffering and screening will improve visual character, public safety, and convenience in commercial districts. This classification corresponds to the C-1 through C-5 and PRC zoning districts.

## 9.7 AIRPORT SERVICE

The presence of Bishop Airport, in combination with excellent regional accessibility via US-23 and I-75, creates an opportunity for the Township to support airport related development. Since airport access is directed to Bristol Road, the Township should encourage this use on the roads that feed this area, namely Torrey Road and Linden or Maple Road. The airport service category is designed to accommodate this market segment.

Included in this land use classification are general aviation facilities, warehousing, freight distribution terminals, express cargo facilities, hotels/motels with accessory uses (conference facilities, restaurants), and vehicle rental establishments, among others.

The majority of this acreage remains in large undeveloped parcels. Thus, the area is well-positioned to accommodate these specialized land uses. Special attention must be paid to limit the impacts of noise generated by airport operations on Township properties. This classification corresponds to the M-L, M-M, & M-H zoning districts.

## 9.8 RESEARCH PARK

The Research Park classification is designed to encourage the development of research facilities within planned office parks and is intended to complement proposed industrial and airport development. Research park developments should be encouraged to locate in proximity to a major thoroughfare and to serve as a transition between industrial uses and either commercial or residential areas.

Research facilities, corporate offices, and certain institutional uses are the primary uses intended to be developed in these areas. The development of high intensity office uses such as medical/dental offices, banks and other financial institutions, and real estate offices should be discouraged. This classification corresponds to the M-L and M-M zoning districts.

## 9.9 INDUSTRIAL

The industrial classification is designed to incorporate existing industrial operations and provide for industrial expansion near existing industrial uses. The plan envisions the development of light industrial uses for the purposes of minimizing nuisance impacts. Light industrial uses are defined as wholesale operations, warehouse facilities, and manufacturing processes which involve pre-fabricated materials and which generally do not create a nuisance to adjoining properties.

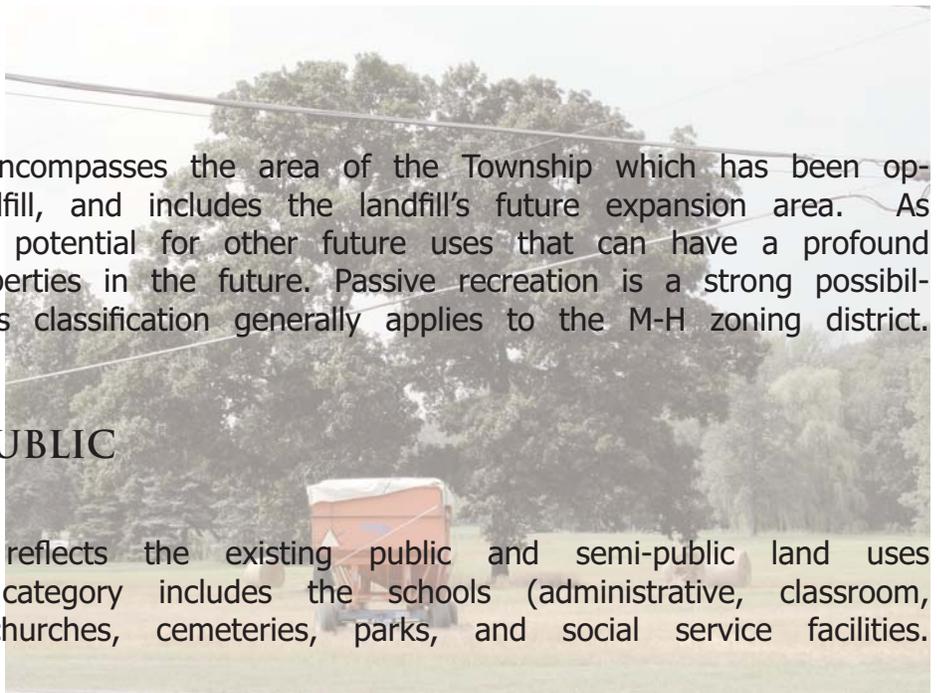
Heavier industrial or warehousing operations are permissible in the Township if they can be located and planned to benefit from existing infrastructure and services. These uses have obvious economic benefits; however, integration of these uses with the community must be achieved in order to preserve the character of the Township and keep services and infrastructure unencumbered. This classification corresponds to the M-L, M-M, & M-H zoning districts.

## 9.10 LANDFILL

The landfill classification encompasses the area of the Township which has been operated as a sanitary landfill, and includes the landfill's future expansion area. As stated, this area has the potential for other future uses that can have a profound effect on surrounding properties in the future. Passive recreation is a strong possibility for this land use. This classification generally applies to the M-H zoning district.

## 9.11 PUBLIC/SEMI-PUBLIC

This category generally reflects the existing public and semi-public land uses in the Township. This category includes the schools (administrative, classroom, and athletic facilities), churches, cemeteries, parks, and social service facilities.



It is not the function of this Plan to recommend locations for municipal buildings, schools, or specialized educational facilities. Such an evaluation is typically conducted as part of a Master Community Facilities Plan. This classification generally applies the public uses permitted in the RM-1 zoning district.

## 9.12 SUBAREA DEVELOPMENT PLANS

A subarea plan was prepared for the Hill Road Corridor in November, 1988. The subarea plan was amended in 1996 to include a design plan for property located at the southeast corner of Hill Road and US-23. This subarea plan should be located, and it should be determined if the Township desires to update or invalidate this plan. The Township should also consider subarea plans for Fenton Road and other critical areas if developmental pressures should increase.



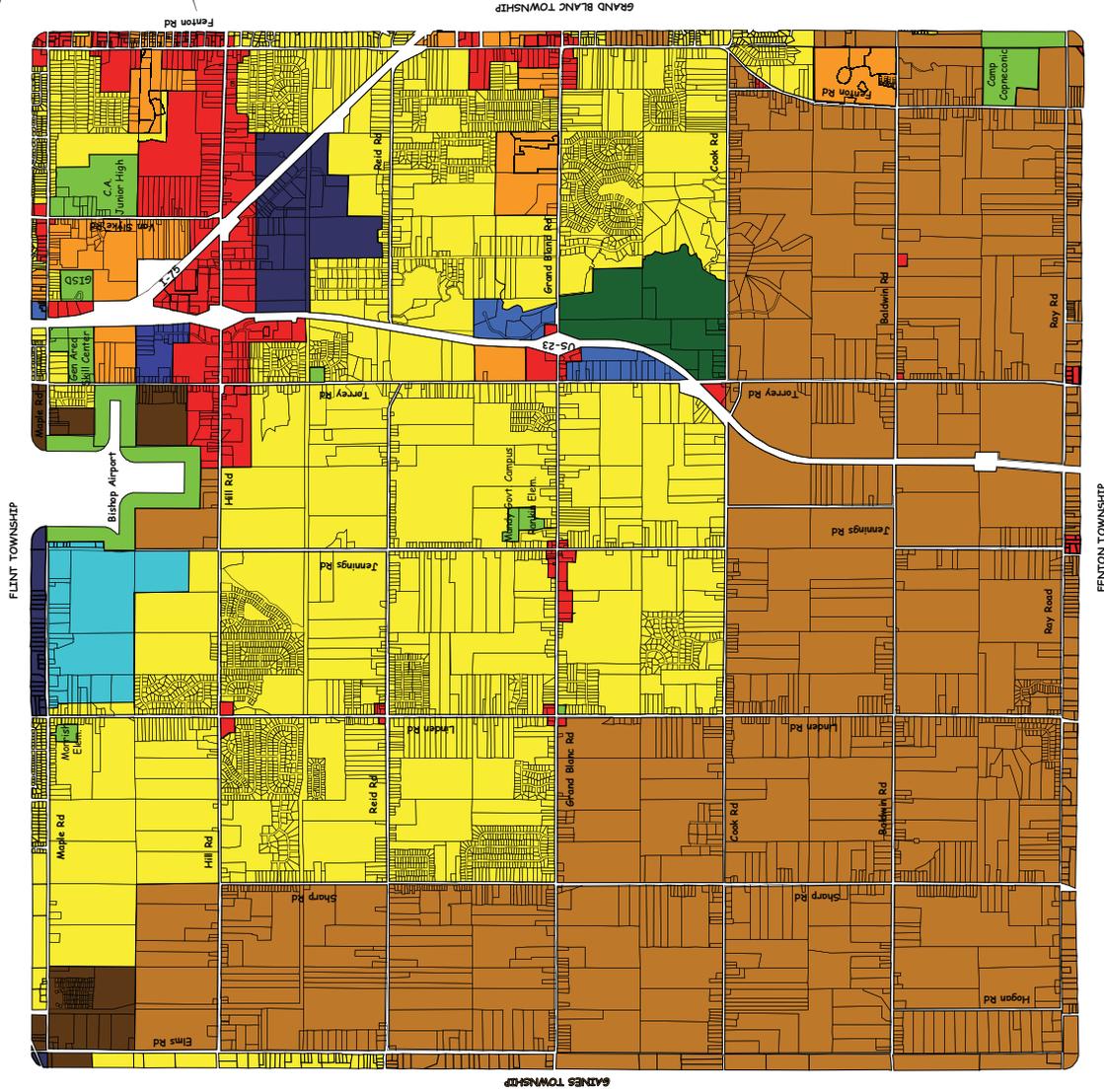
# Mundy Township Future Land Use May 2010

## Land Uses

-  Residential / Agricultural
-  One Family Residential
-  Multiple Family Residential
-  Mobile Home Park
-  Commercial / Office
-  Airport Service
-  Research Park
-  Industrial
-  Landfill
-  Public / Semi-Public



May 4, 2010





# CHAPTER TEN: IMPLEMENTATION

10.0 INTRODUCTION

10.1 USING THE MASTER PLAN

## 10.0 INTRODUCTION

In order for the Township’s Master Plan to be an effective document for the next five to ten years, steps are herein described to guide community leaders towards implementation. To that end, this chapter provides a summary of the recommendations described in the previous sections of the Master Plan. It also acts as a quick reference for the Township staff, Planning Commission, Township Board to evaluate its progress toward implementation of the Plan.

The following table is divided into four categories including the Plan Recommendation column, which refers back to specific issues identified in the Master Plan. Several actions are suggested to accomplish each recommendation. The body or bodies that should be responsible for carrying out the suggested actions are identified, and the expected timing for the completion of the actions is also noted.

<b>Plan Recommendation</b>	<b>Actions</b>	<b>Responsibility</b>	<b>Timing</b>
<b>Plan Overall and Future Land Use</b>			
Schedule Review of Master Plan and Implementation	Review the Master Plan and prepare a report for the Township Board on its implementation.	Planning Commission; Township Board	< Five Years
	Hold a joint meeting with Township Board to re-familiarize them with the Master Plan and Planning Commission roles. This is especially important as new members are elected or appointed. The joint meeting is also a good way to develop policy consensus between the two boards.		
Implement Future Land Use Plan	Amend the Zoning Ordinance to address new issues and recommendations detailed in this or an Amended Master Plan.	Planning Commission; Township Board	On-going
	Initiate appropriate re-zonings, especially where the future land use map recommends a lower intensity use than current zoning.		
	Refer to the Master Plan when considering re-zonings to ensure the conditions upon which the plan was based are still relevant and the timing for the change is appropriate (the Future Land Use Map is a 10+ year plan).		
<b>Community Character</b>			
Provide transition between land uses	Provide for appropriate transitional land uses in the Zoning Ordinance to reduce potential conflicts and maintain investment in properties.	Planning Commission; Township Board	On-going

<b>Plan Recommendation</b>	<b>Actions</b>	<b>Responsibility</b>	<b>Timing</b>
	Prohibit commercial uses from intruding into residential areas along Hill Road & Fenton Road.		
Establish standards for nonconforming situations	Welcome nonconforming land uses to continue but not be allowed to expand.	Planning Commission; Township Board	On-going
	Encourage nonconforming sites to gradually upgrade and be brought more into conformance with the Zoning Ordinance.		
	Consider incremental and/or isolated changes that are proposed for non-conforming uses that will bring aspects of such a development closer to conformity.		
Coordinate a plan to oversee jeopardized projects	Meet with developers and home associations to determine shortfalls of infrastructure or safety provisions due to the project slowdown.	Bldg Dept.; Township Board	Short-term; on-going
	Develop regulations or special assessment districts to ameliorate such conditions that the market will be unable to satisfy.		
Regulate infill development	Develop architectural design standards for established areas and neighborhoods that have dated, historical, or traditional features.	Planning Commission; DDA	Short-term; on-going
	Promote infill housing in older neighborhoods and on established corridors to help rejuvenate such areas.		
	Develop design standards for structures in Rankin that complement the historic character of the area while respecting the needs of modern businesses.		
Develop building setbacks and design standards	Establish setback and site design standards that respect the existing nature of the community and promote developments that are high quality and complementary to the Township character.	Planning Commission; Developers; DDA	Short-term; on-going
	Continue to require building materials to be high quality and durable.		
	Continue to require business signs that adequately serve businesses but are subtle, and offer materials, color and landscaping that complements the building or district.		
	Require landscaping that enhances the development site along the street and within the parking lot.		
	Use landscaping to screen and buffer between sites that are not compatible.		

<b>Plan Recommendation</b>	<b>Actions</b>	<b>Responsibility</b>	<b>Timing</b>
	Use the minimum amount of site lighting necessary to provide safe passage while avoiding negative off-site glare.		
	Develop sites with the intention of expanding and integrating such developments with the current and future uses in the vicinity.		
	Consider the potential of "build-to" lines, mixed vertical uses, and minimum heights in certain areas.		
Encourage maintenance of existing buildings	Maintain buildings and sites with a neat and orderly appearance on all sides.	Building Dept; PC; Township Board	Long-term; On-going
	Consider the formation of a Downtown Development Authority for the Rankin area when property values stabilize.		
	Improve efforts to attract new business to Rankin in order to enhance and expand the limited historic appeal that is there.		
Provide a comprehensive pathway and pedestrian network throughout the community	Require all new commercial construction to provide pedestrian pathways along the roadway and require linkages from the building to parking areas and the pathway.	Planning Commission	On-going
	Continue efforts to create pedestrian walkways throughout the community as part of an overall network.		
Coordinate the appearance of the community.	Establish a common theme for streetscape improvements such as street lights, street trees, benches, directional and street signs, etc. along major streets that provide access to the Township for visitors.	Planning Commission; Township Board	Short-term; on-going
	Require the same high quality of design and aesthetic appearance of developments along main streets, including Hill Road, Fenton Road, Grand Blanc Road, etc.		
	Consider the formation of a Corridor Improvement Authority (CIA) for Hill and/or Fenton Roads.		
Ensure that entryways into the Township create a positive impression of Community.	Establish a consistent sign program for each of the primary entryways into the Township; one that is consistent with the streetscape and gives an image of quality.	Planning Commission; CIA or DDA	On-going
	Work with bordering communities to establish land use and site design standards that are consistent with Mundy Township's.		

<b>Plan Recommendation</b>	<b>Actions</b>	<b>Responsibility</b>	<b>Timing</b>
	Maintain the residential uses on major corridors until such time as more intense development can no longer be accommodated in established, zoned areas in the vicinity.		
	Develop design guidelines and regulations to guide commercial development along Hill Road & Fenton Road to ensure attractive development.		
	Consider design guidelines and regulations to guide commercial and potential mixed use development within the community.		
Repair & replace infrastructure in established neighborhoods	Begin the development of an infrastructure improvement program for older areas of the Township.	Planning Commission; Township Board	Short-term
	Determine what revenue sources could be used to finance the program.		
	Implement and fund the program.		
<b>Traffic Circulation and Parking</b>			
Maintain safe traffic circulation and speeds throughout the Township.	Maintain driveway spacing and location standards in the Zoning Ordinance.	Planning Commission; Township Board	Short term
	Provide safe pedestrian circulation when designing access and circulation for vehicles.		
	Work with the Genesee County Road Commission to discuss the potential of enhancements and the potential redesign of Hill Road and other major streets.		
	Consider implementation of the "complete streets" design concept.		
<b>Rankin</b>			
Create a quaint specialty retail, service and housing environment in Rankin.	Consider forming a DDA with a Tax Increment Financing Authority for this area when taxable values stabilize.	PC; Township Board; Business community: DDA	Long term; On-going
	Develop an ongoing business recruitment program for Downtown.		
	Develop new retail building space in Rankin area to attract a greater concentration of tenants.		
	Develop additional housing in the Rankin area to add to the customer base for retail businesses and to generate activity in the area.		

# 10.1 USING THE MASTER PLAN

The master plan is intended as a guide for township officials in land use, development, zoning, and capital improvement decisions. The Township Board, Planning Commission, staff, and the public should strive to ensure the continuous, consistent and effective use of this document. The master plan should be referenced and used to:

- Visualize what can be reasonably expected to occur - to provide some assurance and security with individual investment decisions.
- Review development proposals – to confirm that the proposal meets the goals and objectives of the master plan.
- Provide a basis for township initiated amendments to the zoning ordinance - to help realize plan goals.
- Review rezoning requests – to confirm the request is consistent with the township’s criteria to consider rezoning; including existing conditions, the future land use map, the appropriate timing of the change, and consistency with the goals and policies of the master plan, and potential impacts on the township.

THE END